

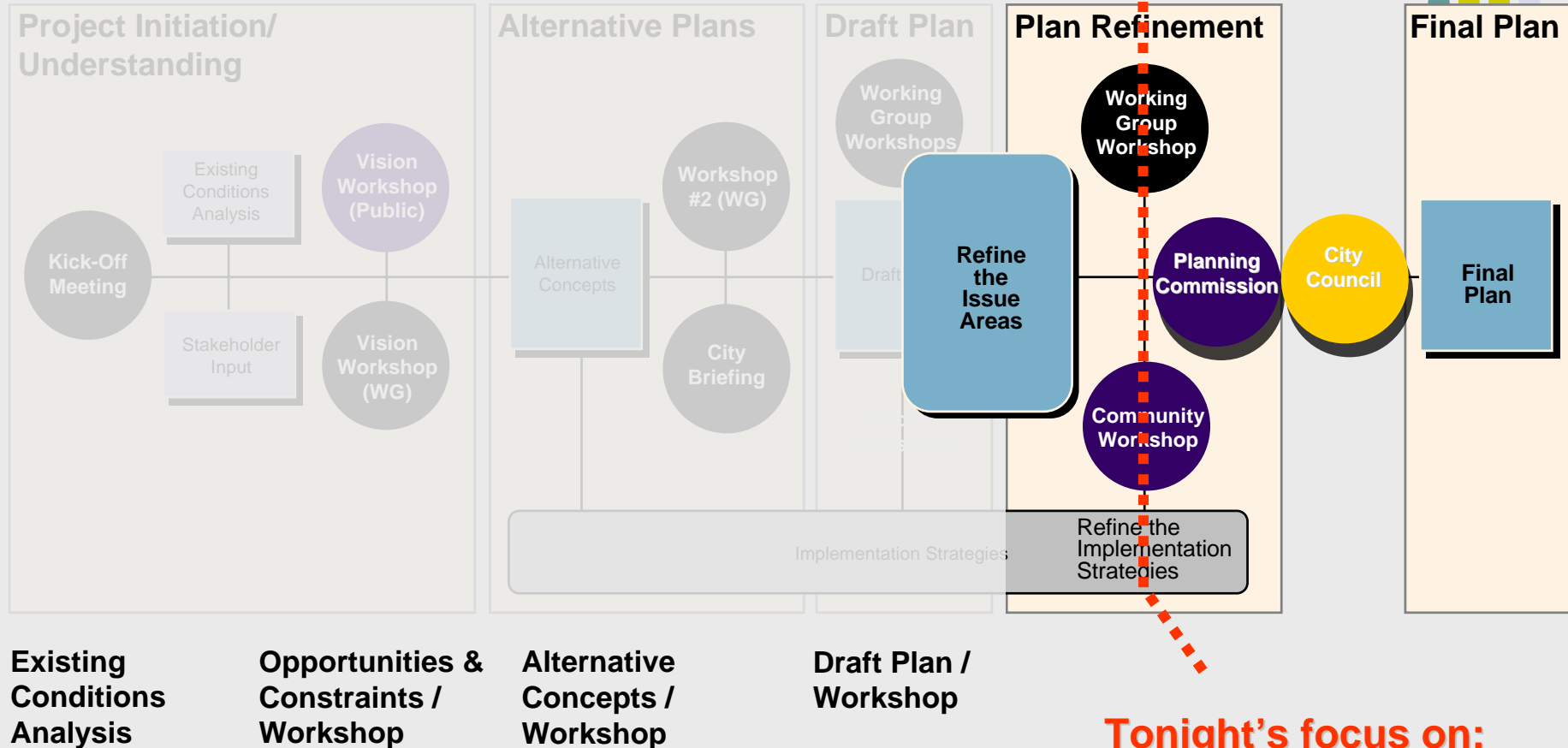
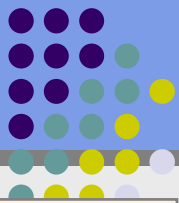
Mt. Vernon Avenue Neighborhood Plan

Work Group Meeting
May 26, 2004



Mount Vernon Avenue

Neighborhood Plan

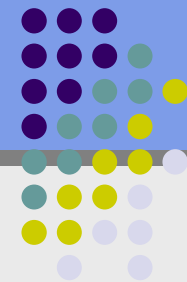


Tonight's focus on:

- Form-Based Coding
- Opportunity Sites
- Zoning
- Street Graphics

Mount Vernon Avenue

Neighborhood Plan



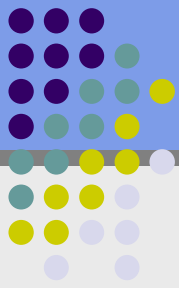
Review of March 24 Meeting

- Performance Standards for Infill Development
- Access and Parking
 - Transit
 - Walking/Bicycling
 - Parking Strategy
- Retail Strategy
 - Mission Statement
 - Market Analysis
 - Design and Marketing Strategies
- Public/Private Improvements
 - Lighting, Street furniture
 - Street Graphics
 - Town Square
- Introduced Form-Based Coding



Mount Vernon Avenue

Neighborhood Plan



Form-Based Coding

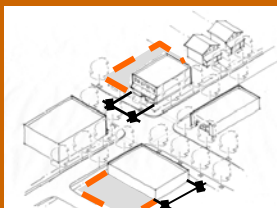
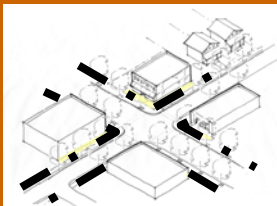
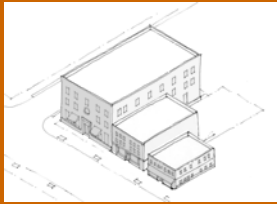
Mount Vernon Avenue Corridor Study: Draft Design Guidelines



May 24, 2004

Ehrenkrantz Eckstut & Kuhn Architects

Introduction: Design Principles



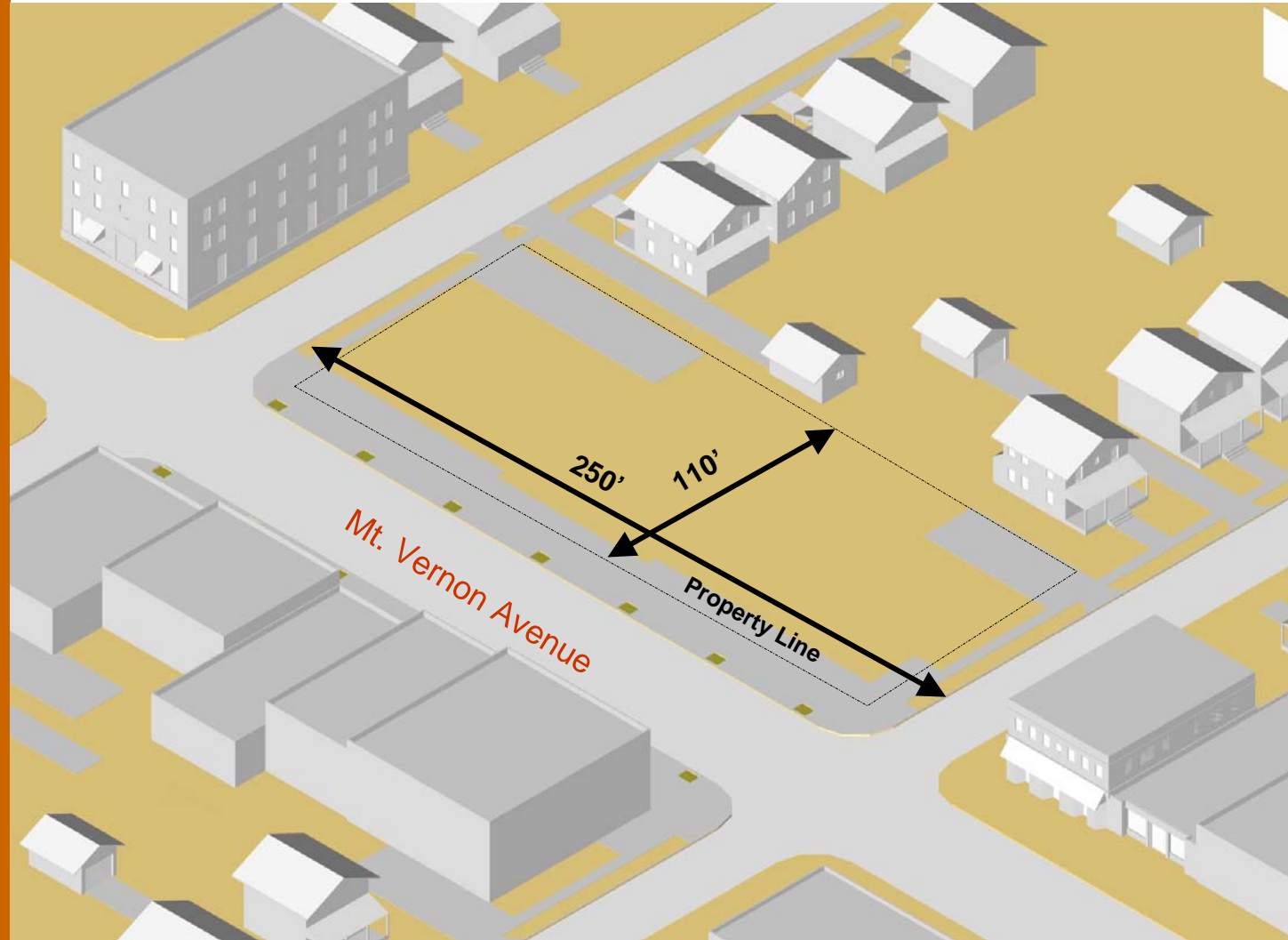
- New construction should reflect the scale of existing buildings
- A consistent street wall should be maintained, with some variations to allow for landscaped open space, opportunity for side wall windows and limited site access where necessary.
- New buildings should help define the corners where a side street intersects Mt. Vernon Avenue. Ground level retail storefronts should extend onto the side streets.
- Appropriate building setbacks and parking lot screening will minimize impacts on adjacent residential properties.
- Ground floor retail storefronts should contribute to the vitality of the streetscape and the pedestrian experience.
- Direct vehicular access to Mt. Vernon Avenue is not desirable.
- Off-street parking lots should be located to the rear of the property.

Design Guideline: Typical Block

"Commonwealth District"

"Historic Avenue"

"Monroe Gateway"



Design Guideline: Typical Infill Site

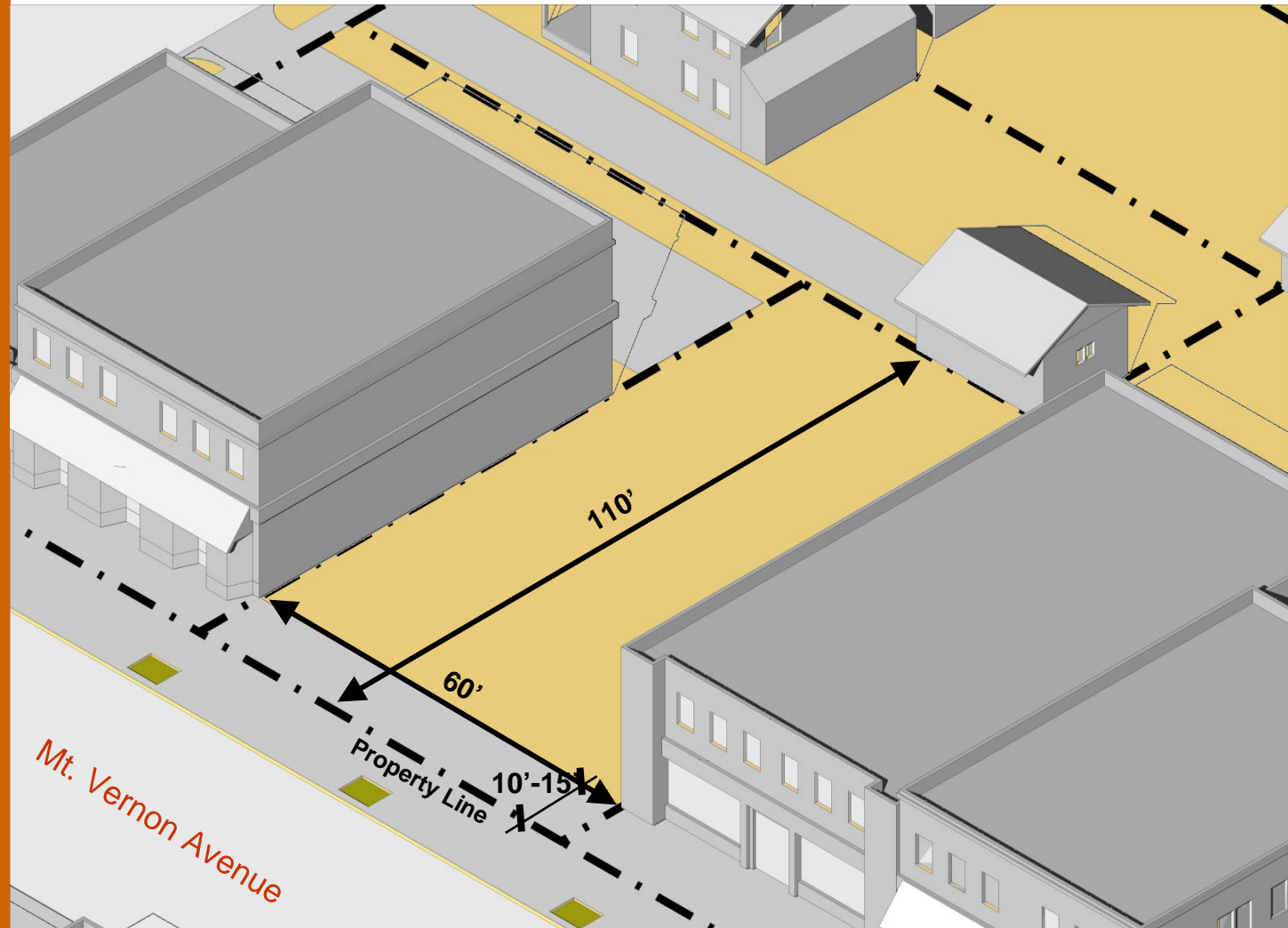
"Commonwealth District"

"Historic Avenue"

"Monroe Gateway"

Dimensions:

- 60' x 110'
- 10'-15' Set-back



Design Guideline: Typical Corner Site

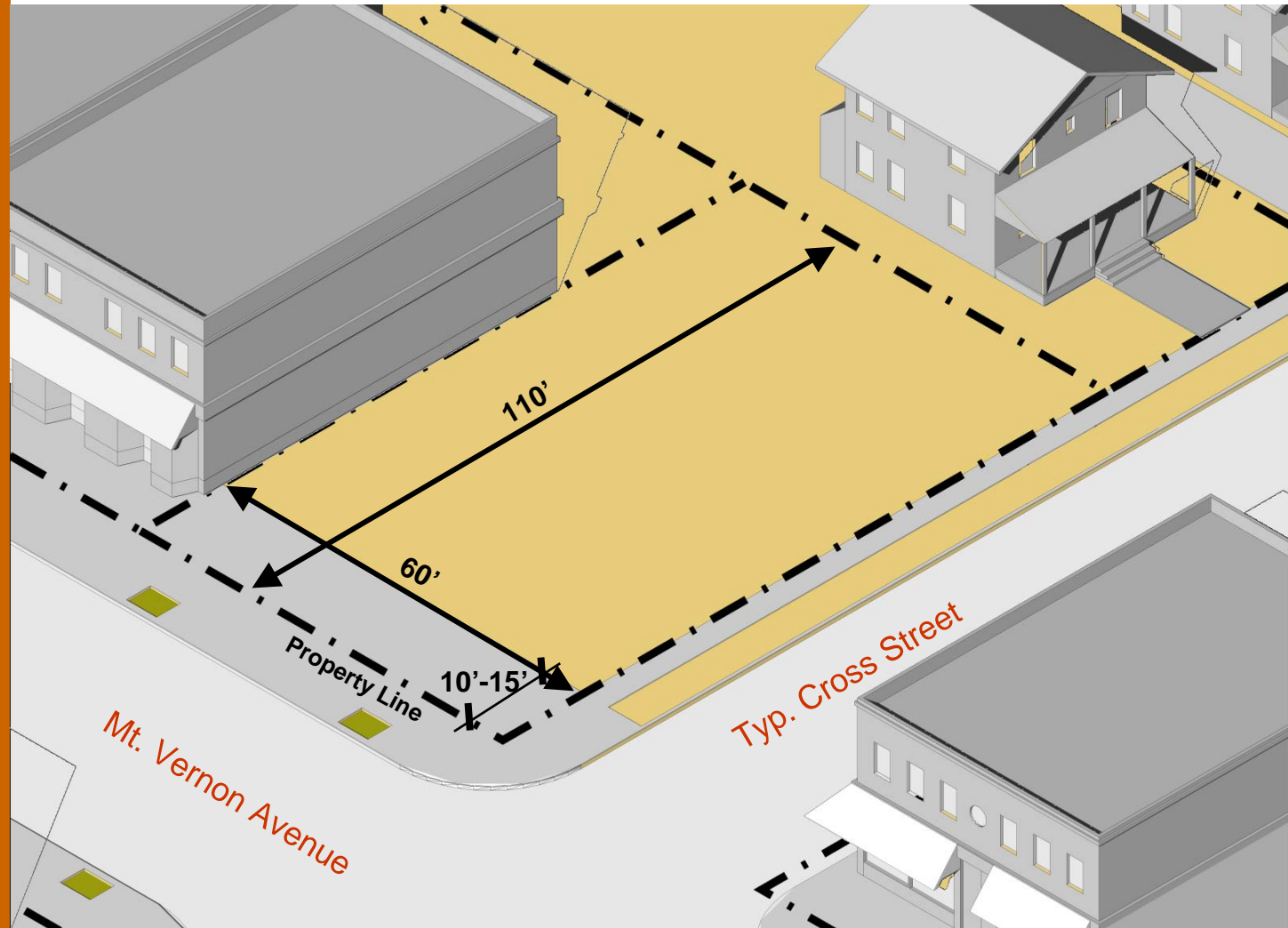
"Commonwealth District"

"Historic Avenue"

"Monroe Gateway"

Dimensions:

- 60' x 110'
- 10'-15' Set-back



Design Guideline: Site Planning - Curb Cuts - Infill Site

"Commonwealth District"

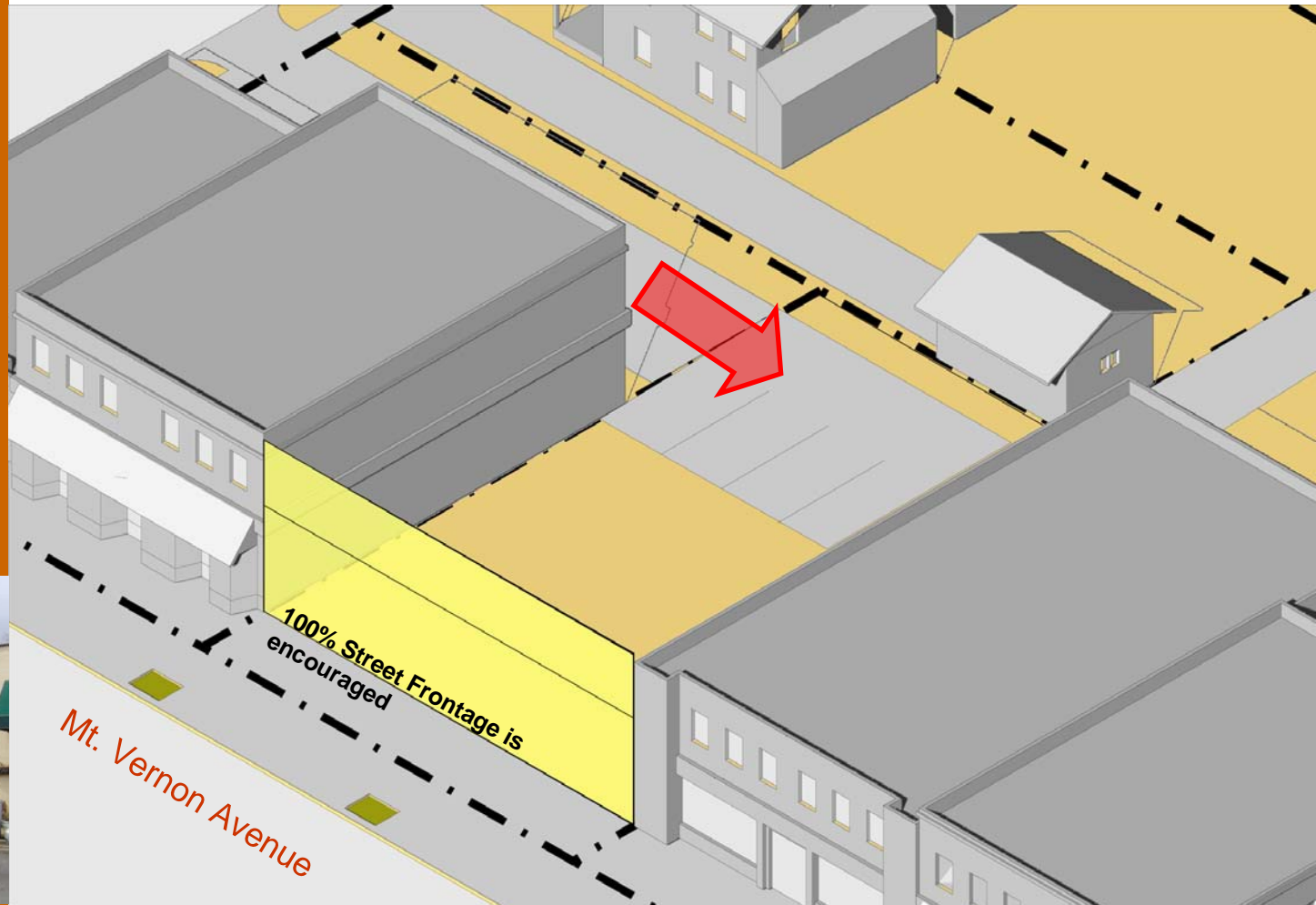
"Historic Avenue"

"Monroe Gateway"

Design Intent:

Site access to rear parking should be from the rear/side street wherever possible. It is preferable that there should be no curb cuts on Mt. Vernon Avenue

Wherever possible, access to rear parking should be accommodated from the rear/side street as this encourages 100% street frontage and no curb cuts on Mt. Vernon Ave.



Design Guideline: Site Planning - Curb Cuts - Infill Site

"Commonwealth District"

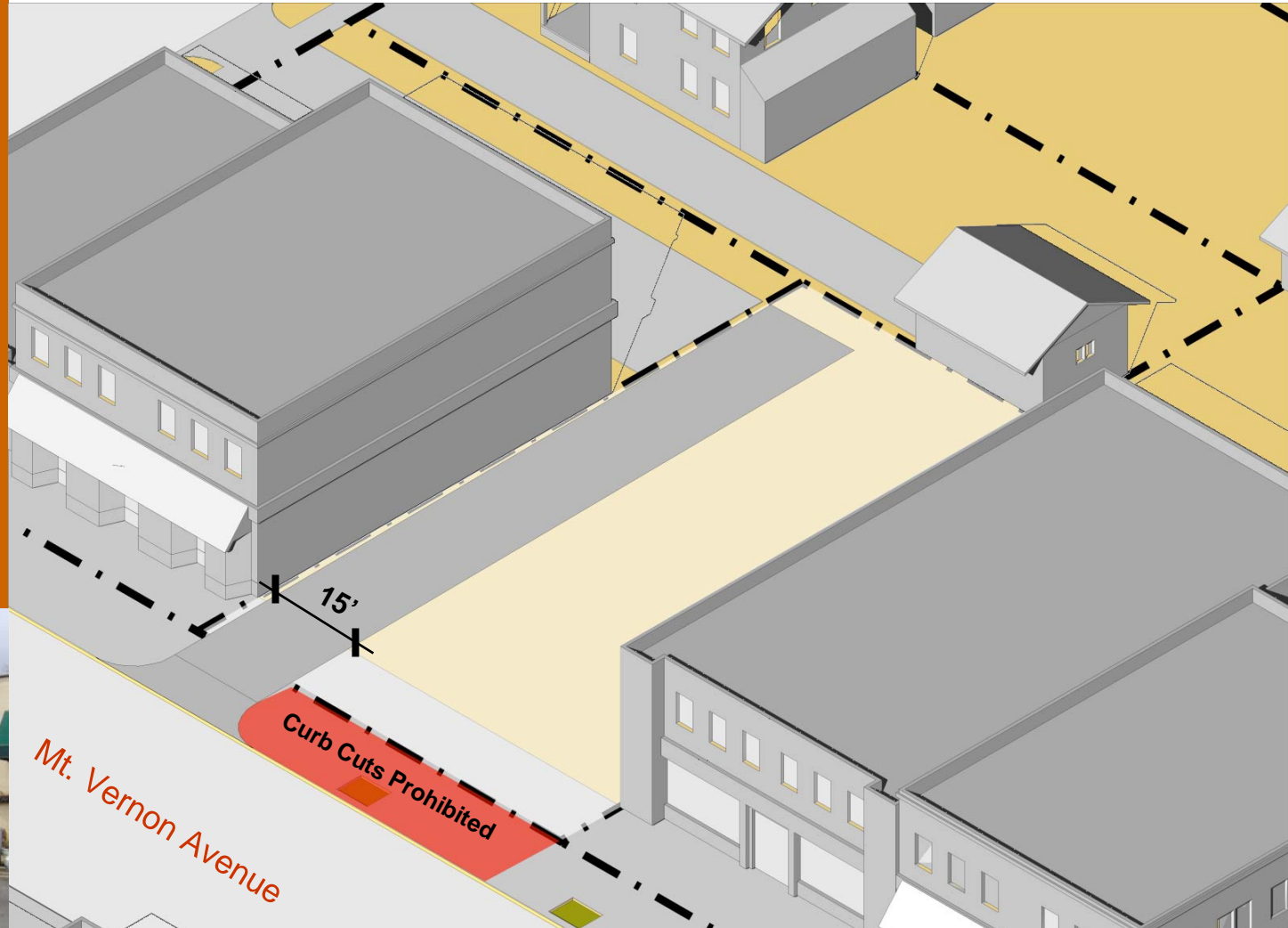
"Historic Avenue"

"Monroe Gateway"

Design Intent:

To minimize gaps in the continuity of the street wall by restricting the number and width of curb cuts along Mt. Vernon Avenue.

While 100% street frontage is encouraged one curb cut with a maximum width of 15' drive lane is permitted when no other access to rear yard or parking is possible.



Design Guideline: Site Planning - Curb Cuts - Corner Site

"Commonwealth District"

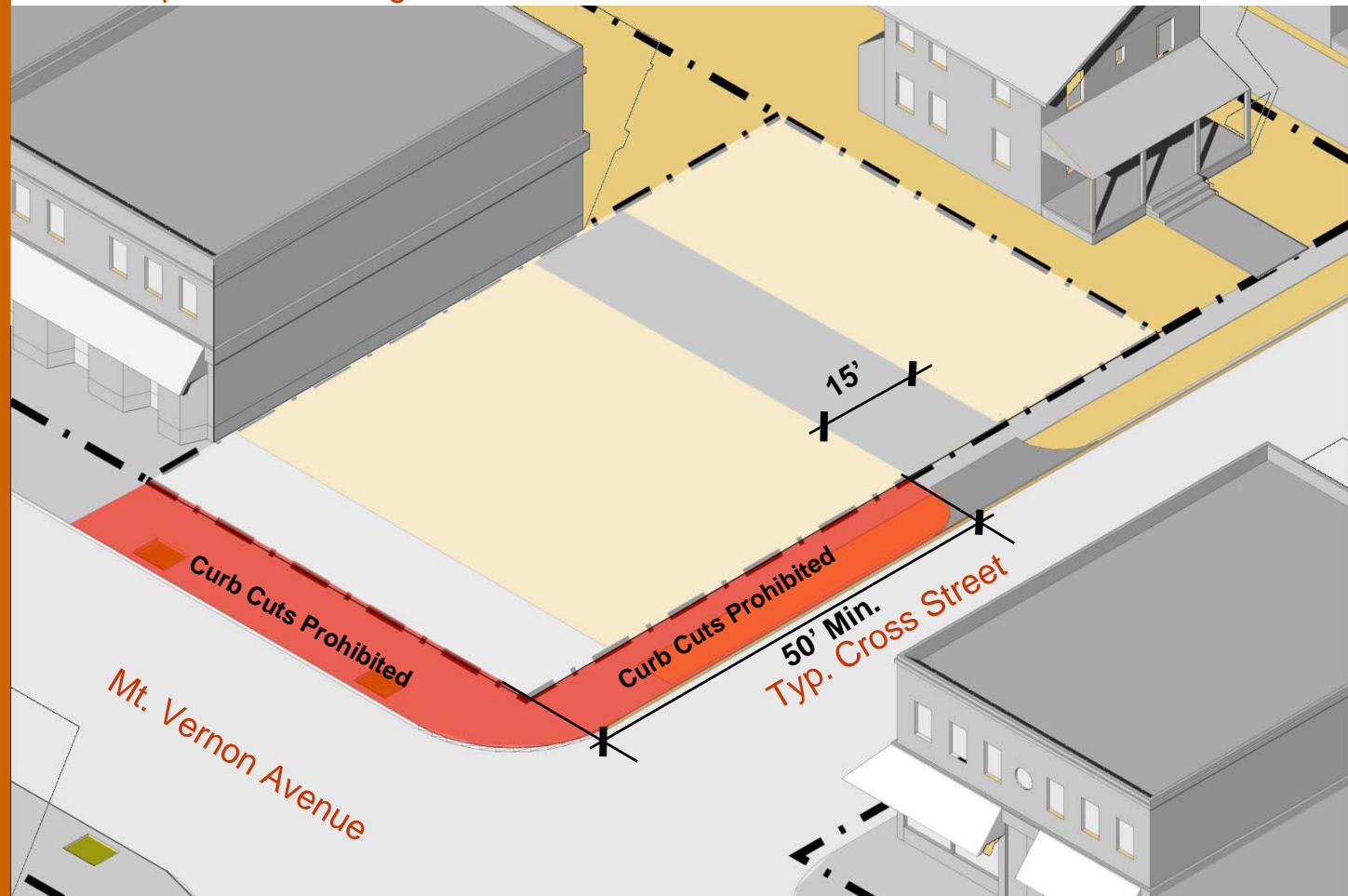
"Historic Avenue"

"Monroe Gateway"

Design Intent:

To minimize gaps in the continuity of the street wall by prohibiting curb cuts along Mt. Vernon Avenue and restricting the width and number of curb cuts along cross streets to Mount Vernon Avenue.

Rear yard and parking for corner sites must be accessed from cross streets. While 100% street frontage is encouraged, one curb cut with a 15' drive lane is permitted along the cross street set 50' back from the property line at Mt Vernon Avenue. Curb cuts are prohibited along Mt. Vernon Avenue for corner sites.



Design Guideline: Site Planning – Above Grade Parking - Infill Site

"Commonwealth District"

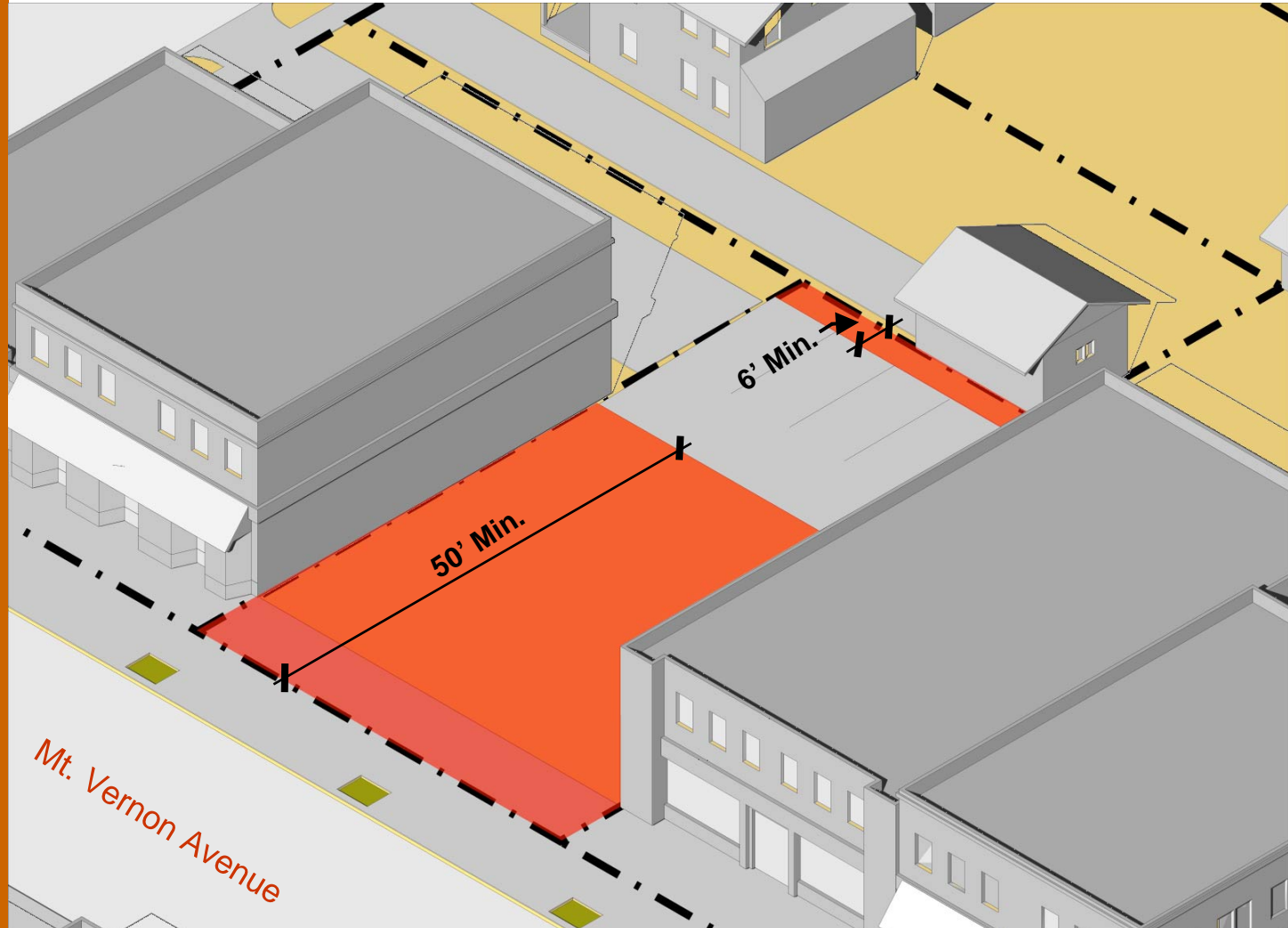
"Historic Avenue"

"Monroe Gateway"

Design Intent:

To minimize gaps in the continuity of the street wall by prohibiting surface side lots along Mt. Vernon Avenue and requiring a minimum set back for surface parking lots rear lots.

Above grade / surface parking lots must be set back a minimum of 50' from Mt. Vernon Avenue and a minimum of 6' from the neighboring rear lot.



Design Guideline: Site Planning - Surface Parking - Corner Site

"Commonwealth District"

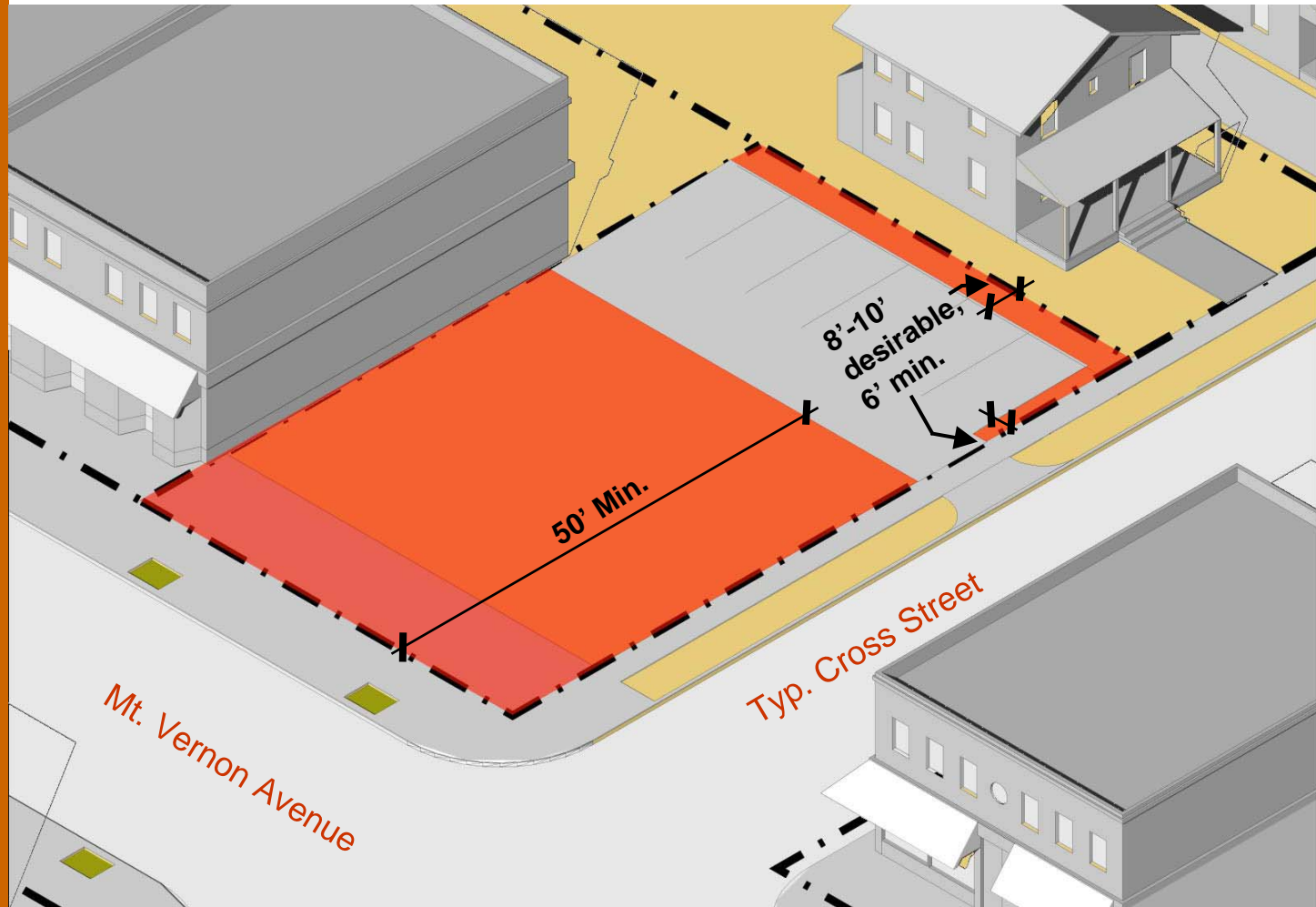
"Historic Avenue"

"Monroe Gateway"

Design Intent:

To minimize gaps in the continuity of the street wall by prohibiting surface side lots along Mt. Vernon Avenue and requiring a minimum set back for surface lots rear lots.

Above grade / surface parking lots must be set back a minimum of 50' from Mt. Vernon Avenue. It is desirable that they set back 8'-10' from the neighboring rear lot and from cross streets, but must be at least 6'.



Design Guideline: Site Planning - Rear Lot Screening

"Commonwealth District"

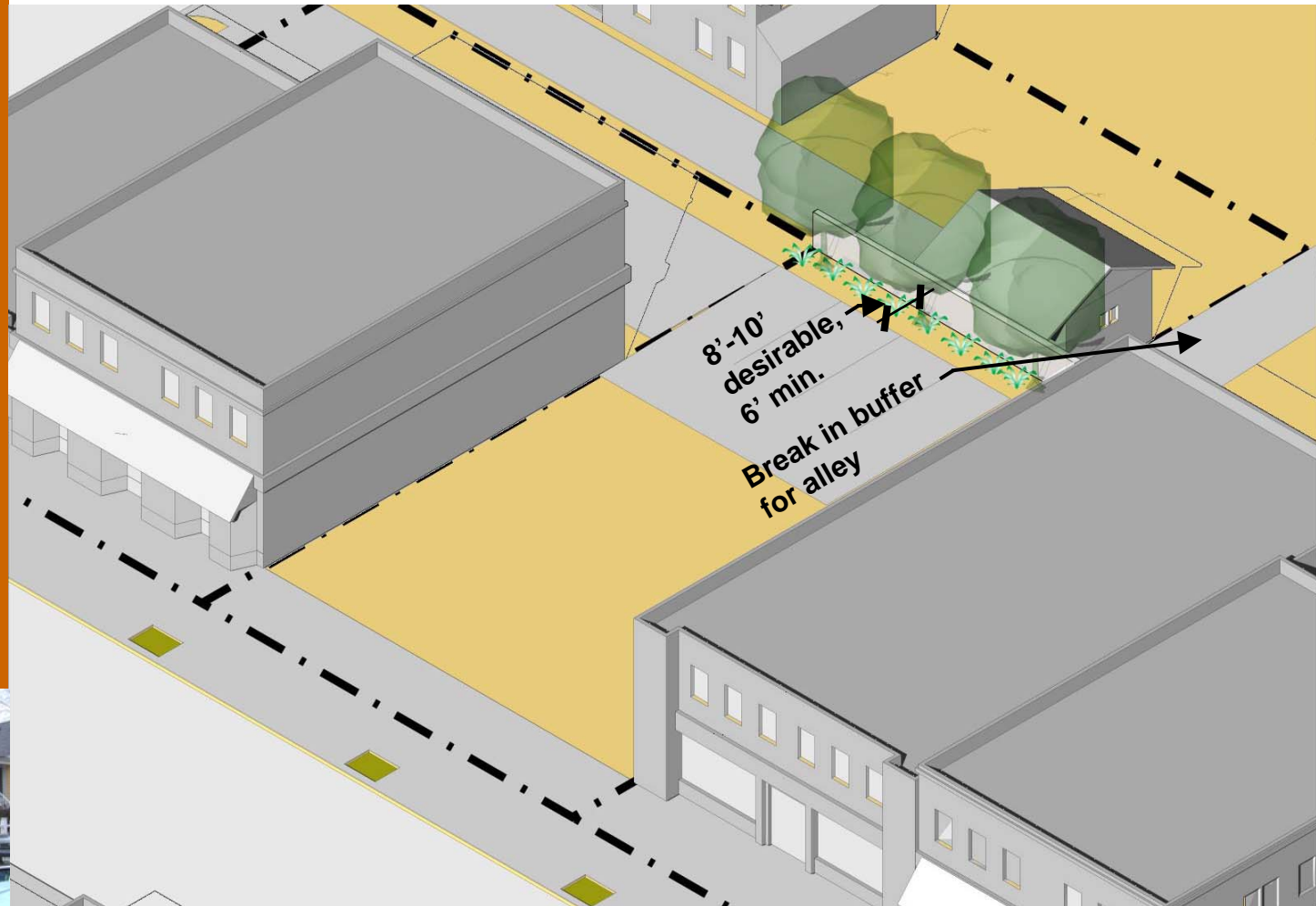
"Historic Avenue"

"Monroe Gateway"

Design Intent:

To encourage appropriate screening and landscaped buffer that minimizes the effect of resultant adjacency of parking and service lots to the neighboring residential community.

A 8'-10' landscaped screening buffer is desirable (6' min.) at the rear of the lot. A break in the screening buffer is required where rear alleys intersect perpendicularly to the lot.



Design Guideline: Site Planning - Rear & Side Lot Screening

"Commonwealth District"

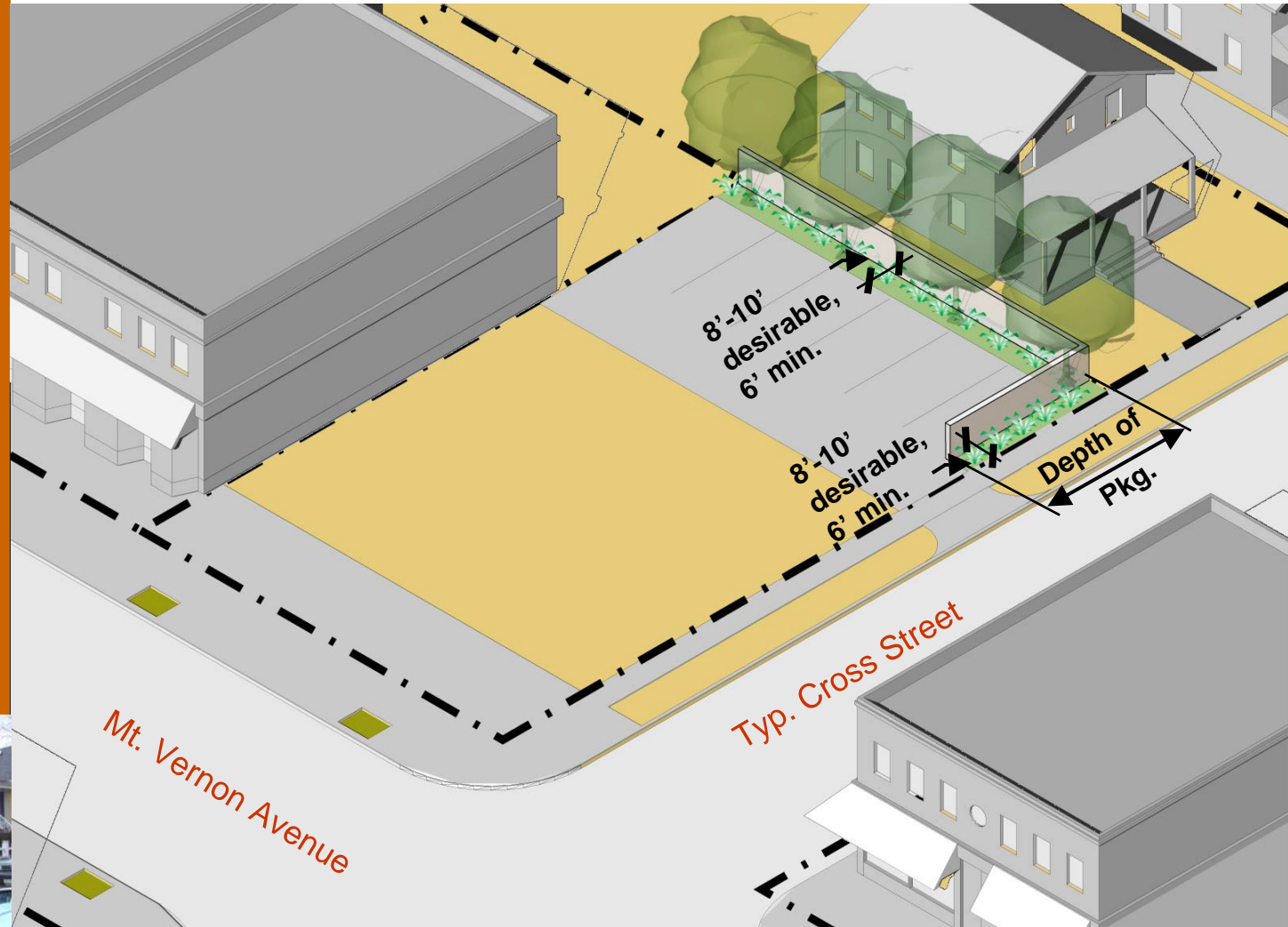
"Historic Avenue"

"Monroe Gateway"

Design Intent:

To encourage appropriate screening and landscaped buffer that minimizes the effect of resultant adjacency of parking and service lots to the neighboring residential community.

An 8'-10' landscaped screening buffer is desired (6' min.) at the rear and side of the lot for the entire depth of the parking lot.



Design Guideline: Lot Occupancy

"Commonwealth District"

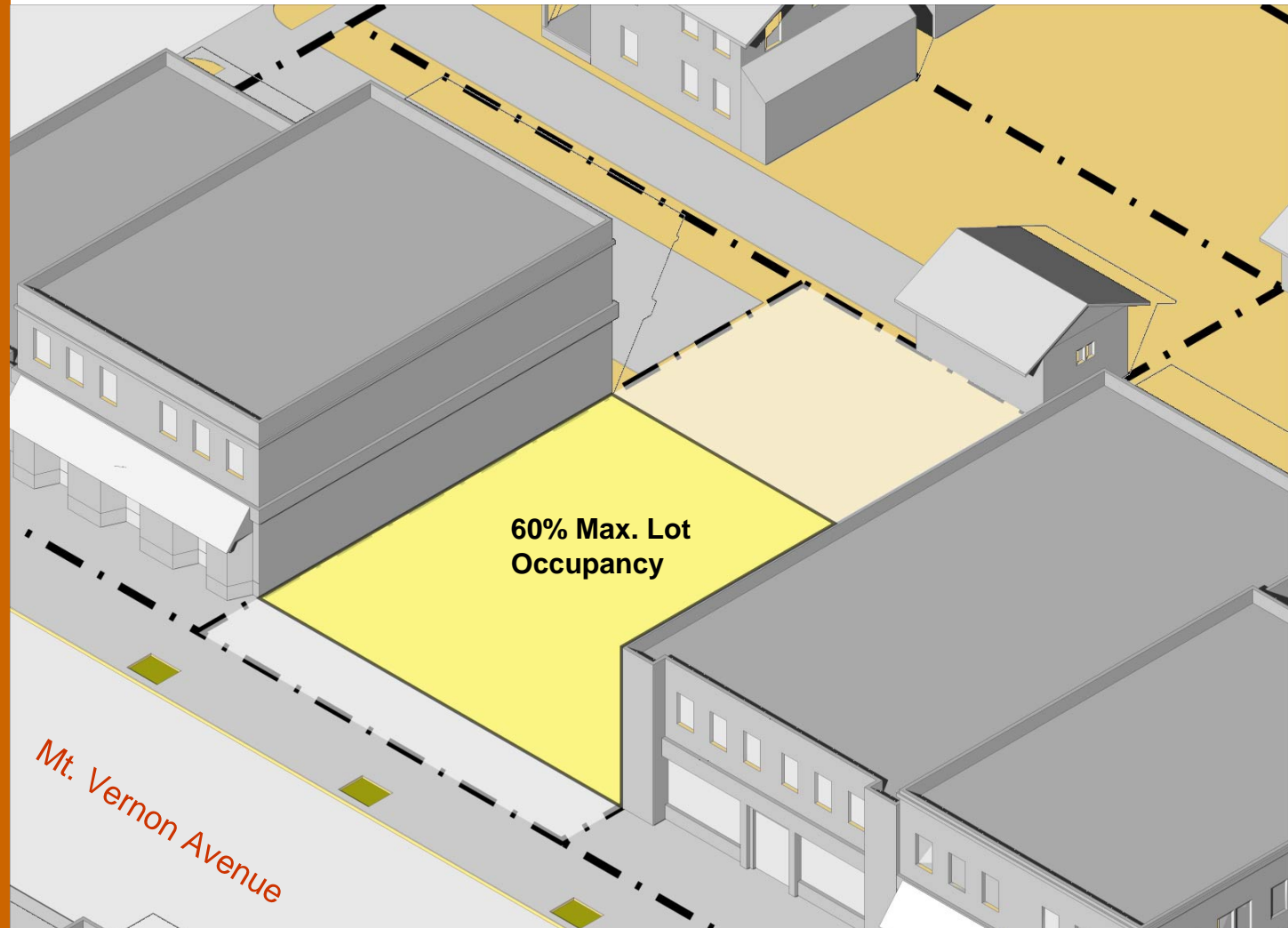
"Historic Avenue"

"Monroe Gateway"

Design Intent:

To encourage development that defines the street wall and improves the urban fabric of the Mt. Vernon Avenue Corridor while maximizing development opportunity.

A maximum lot occupancy of 60% is permitted along Mt. Vernon Avenue.



Design Guideline: Building Height

"Commonwealth District"

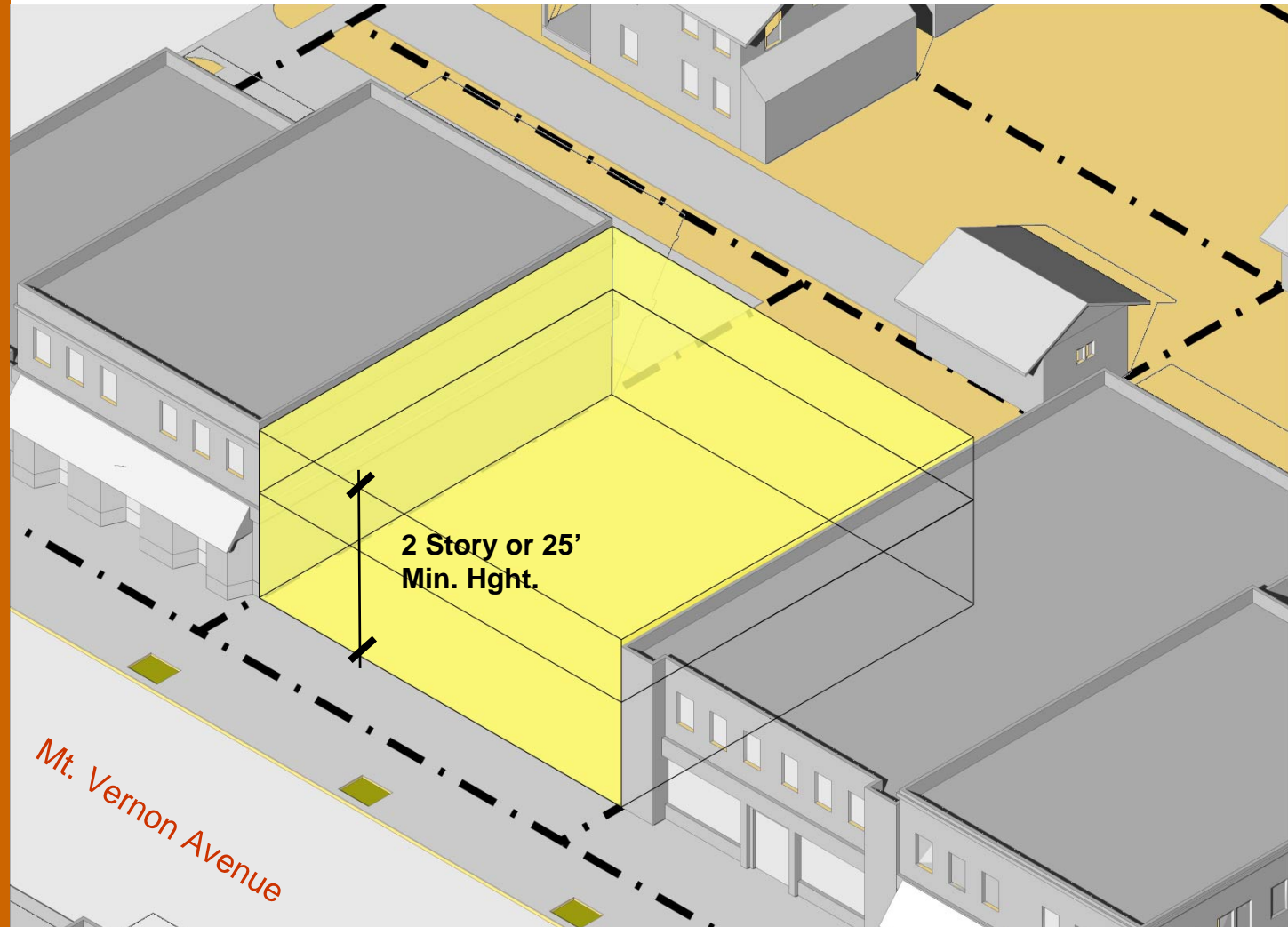
"Historic Avenue"

"Monroe Gateway"

Design Intent:

To encourage development that is similar in height and scale to existing buildings along Mt. Vernon Avenue Corridor.

A minimum of 2 stories or 25' in height is required along Mt. Vernon Avenue.



Design Guideline: Building Height

"Commonwealth District"

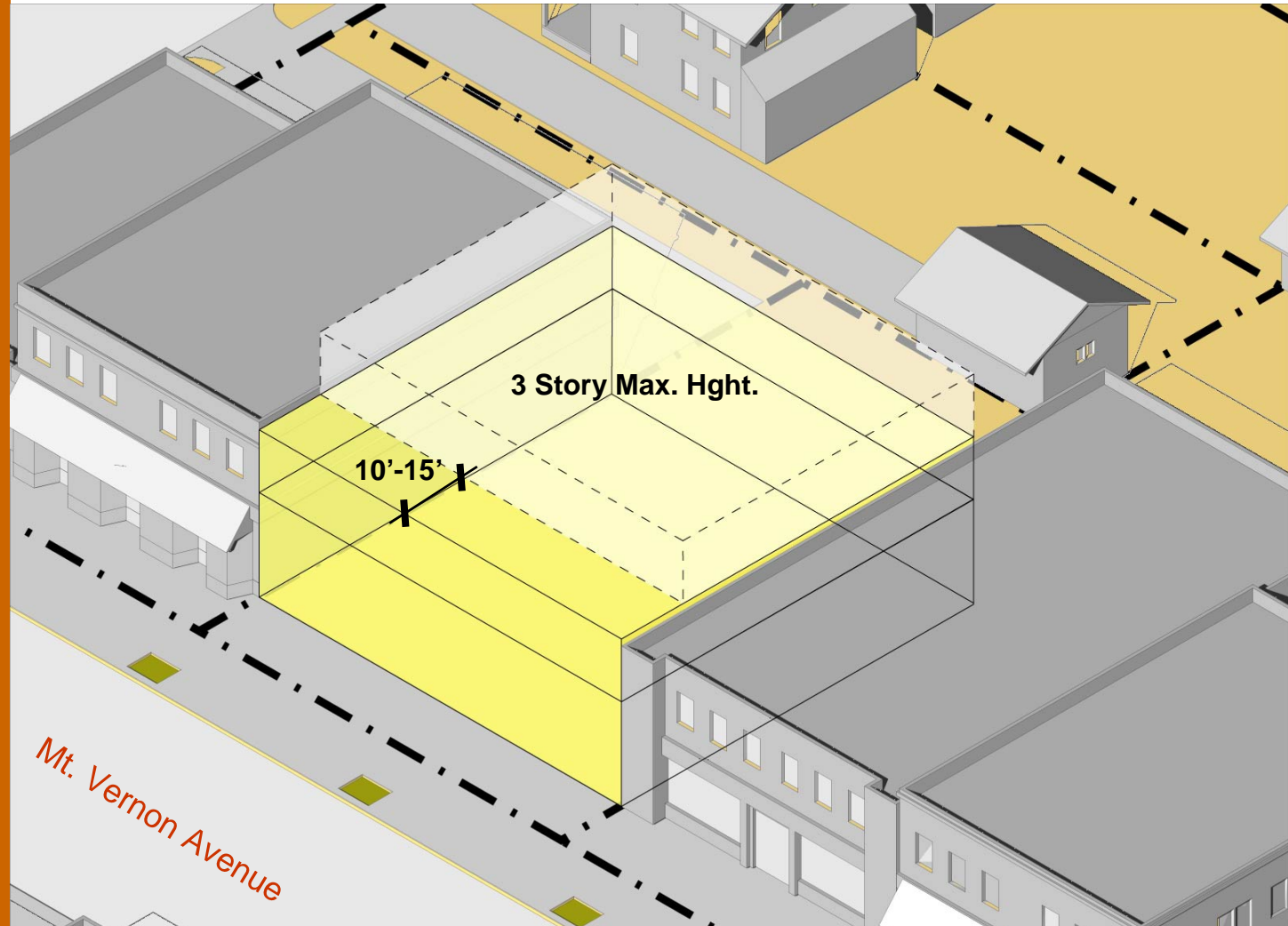
"Monroe Gateway"



Design Intent:

To encourage development that is similar in height and scale to existing buildings along Mt. Vernon Avenue Corridor.

A maximum of 3 stories with a required 10'-15' set-back at the third floor is permitted along Mt. Vernon Avenue where appropriate.



Design Guideline: Building Massing – Ground Floor

“Commonwealth District”

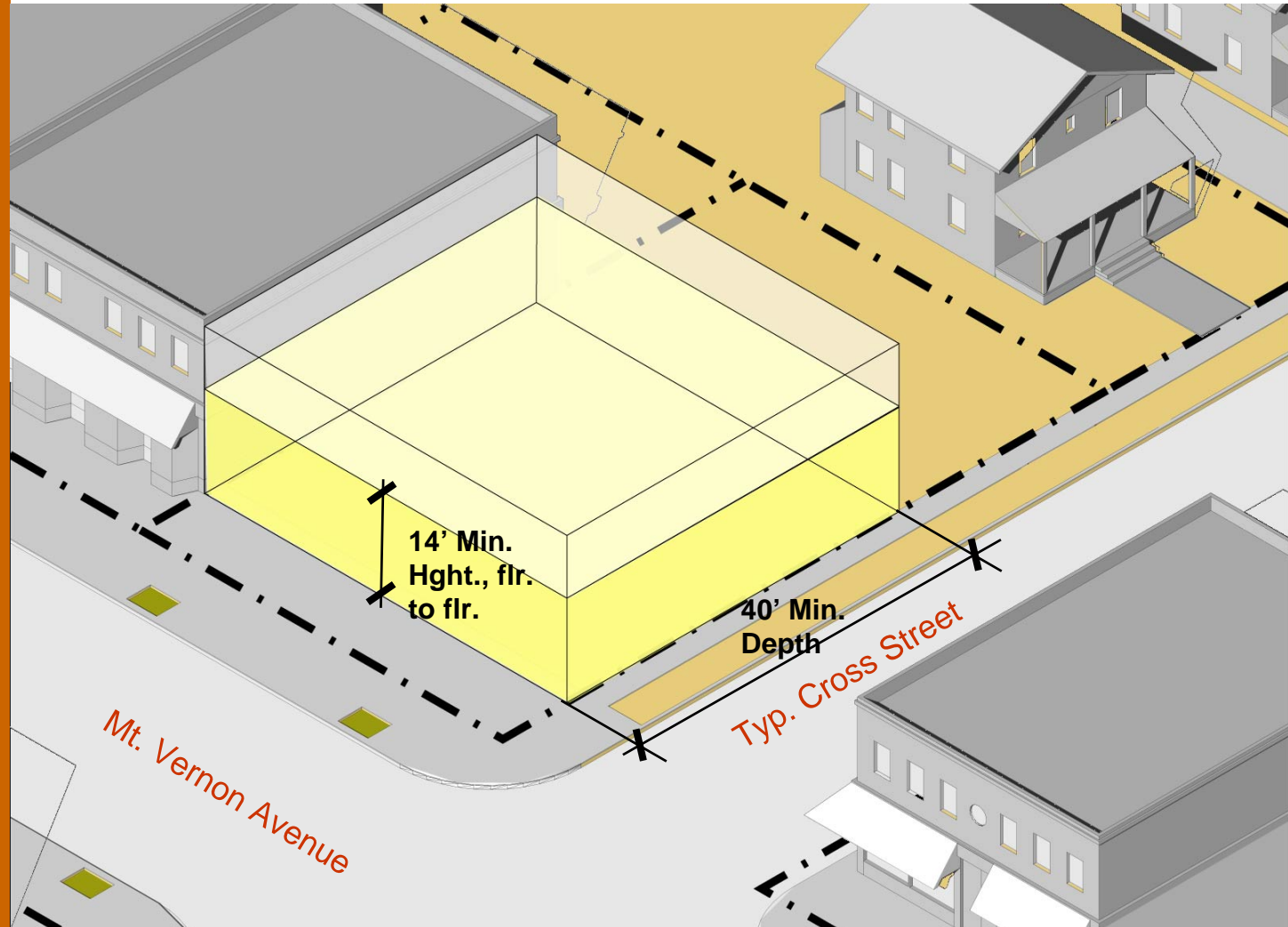
“Historic Avenue”

“Monroe Gateway”

Design Intent:

To encourage appropriate massing that maximizes development opportunity while providing adequate street frontage.

Ground floor building height must be a minimum of 14' floor to floor, and a minimum depth of 40'.



Design Guideline: Building Massing - Sun Angle

"Commonwealth District"

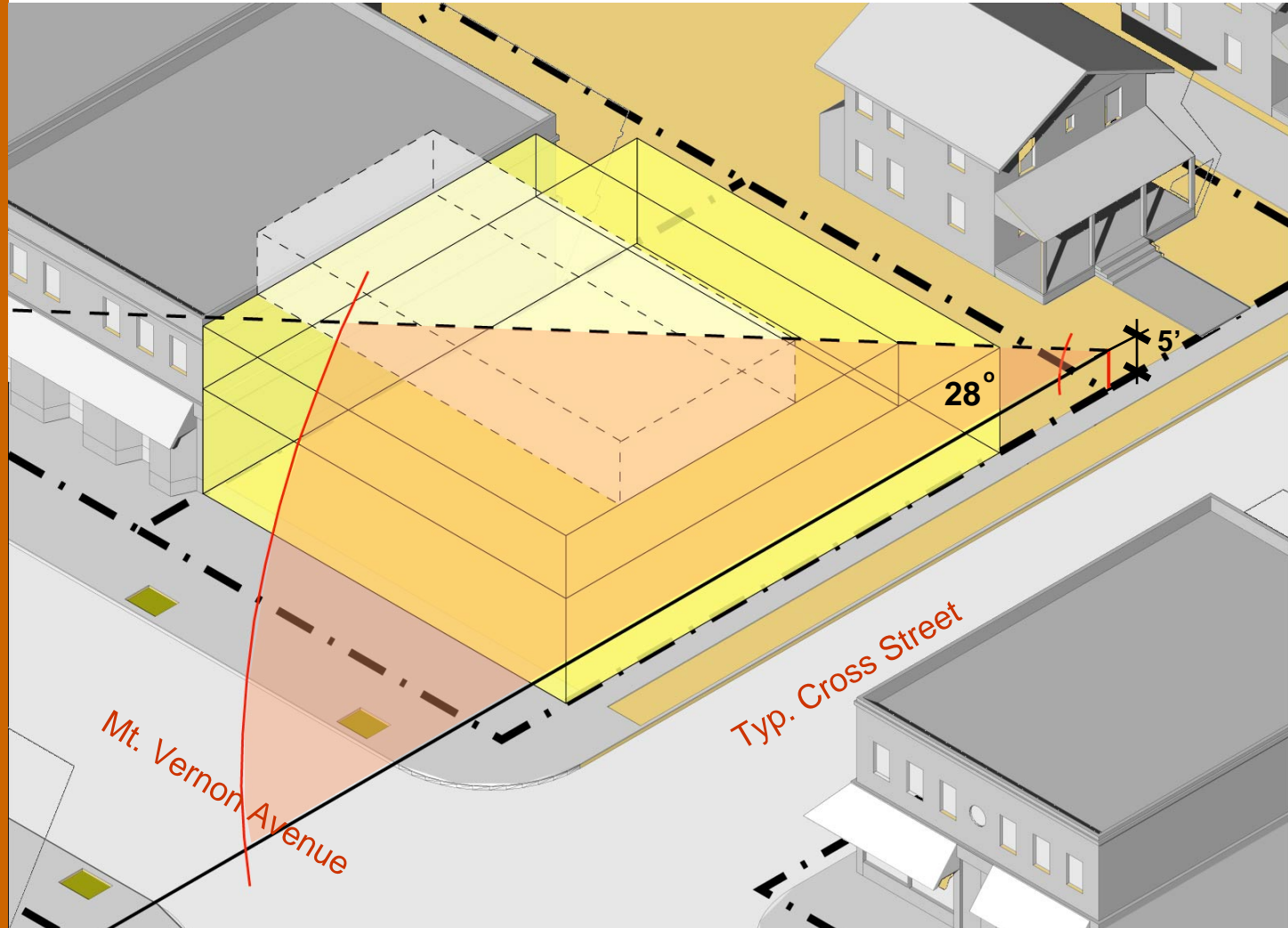
"Historic Avenue"

"Monroe Gateway"

Design Intent:

To encourage appropriate massing that maximizes development opportunity while providing adequate set backs for light, air and privacy to neighboring residential community.

Building massing and height may not exceed 28 degree sun angle measured from 5' above the ground at the rear property line .



Design Guideline: Building Massing - Roof Plane

"Commonwealth District"

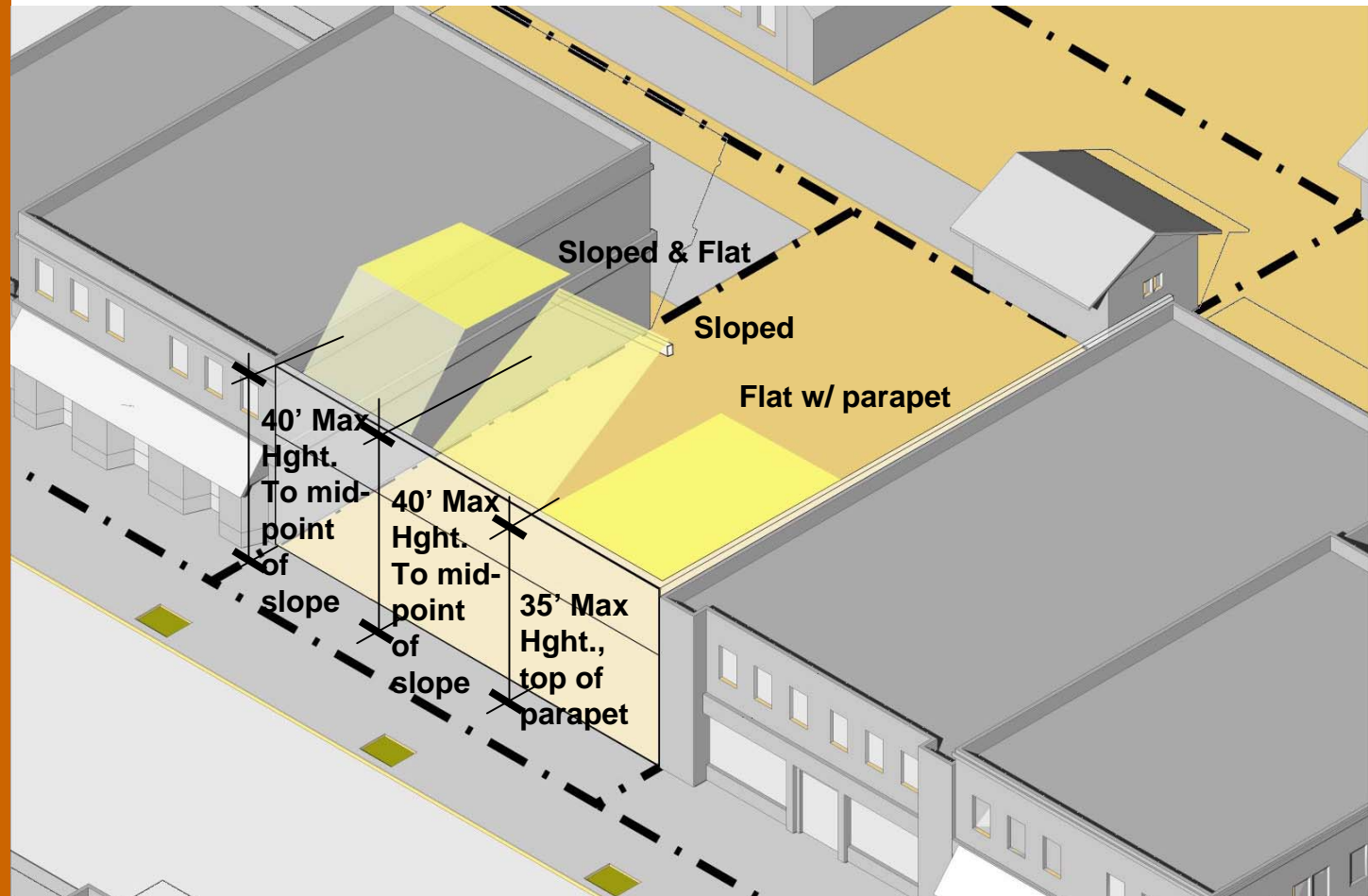
"Historic Avenue"

"Monroe Gateway"

Design Intent:

To encourage appropriate massing that enhances the architectural character and adds to the continuity of the street wall

Roofs forms may include flat with parapet, sloped with ridge beam parallel to Mt Vernon Avenue or a combination of sloped and flat. Roofs are restricted to a maximum height of 35' to top of parapet for flat roofs and 40' to mid-point of slope for all sloped roofs.



Design Guideline: Building Massing - Height Scale and Variation

"Commonwealth District"

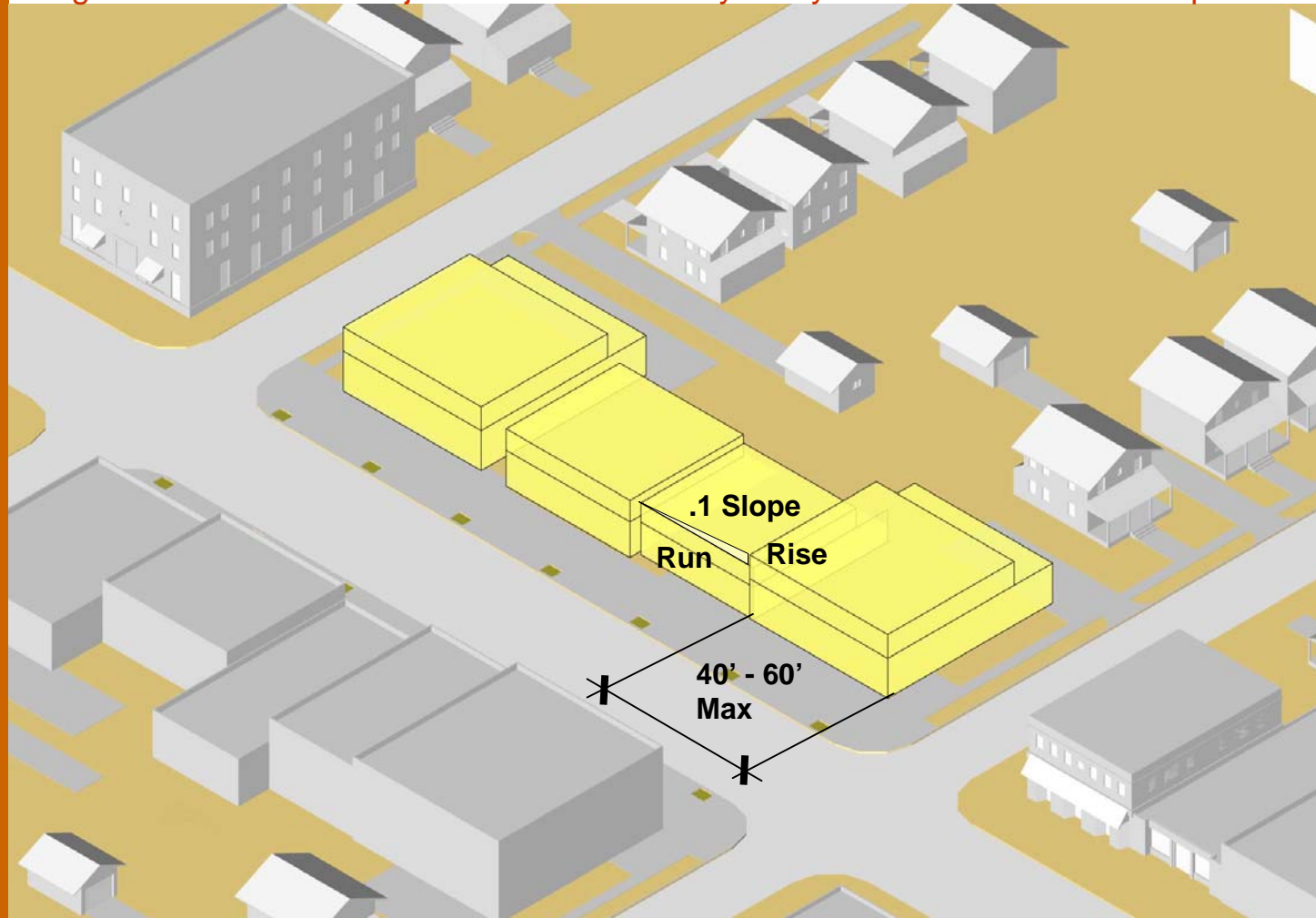
"Historic Avenue"

"Monroe Gateway"

Design Intent:

To ensure new development is of an appropriate scale and massing that enhances the architectural character and continuity of Mt. Vernon Ave. while adding variation and interest to the street front.

All new development must approximate in street front appearance the existing Mt. Vernon Ave building character of 40' - 60' wide two story buildings with varying roof heights and setbacks. Adjacent roofs must vary every 60' a minimum of .1 Slope.



Design Guideline: Street Frontage - Infill Site

"Commonwealth District"

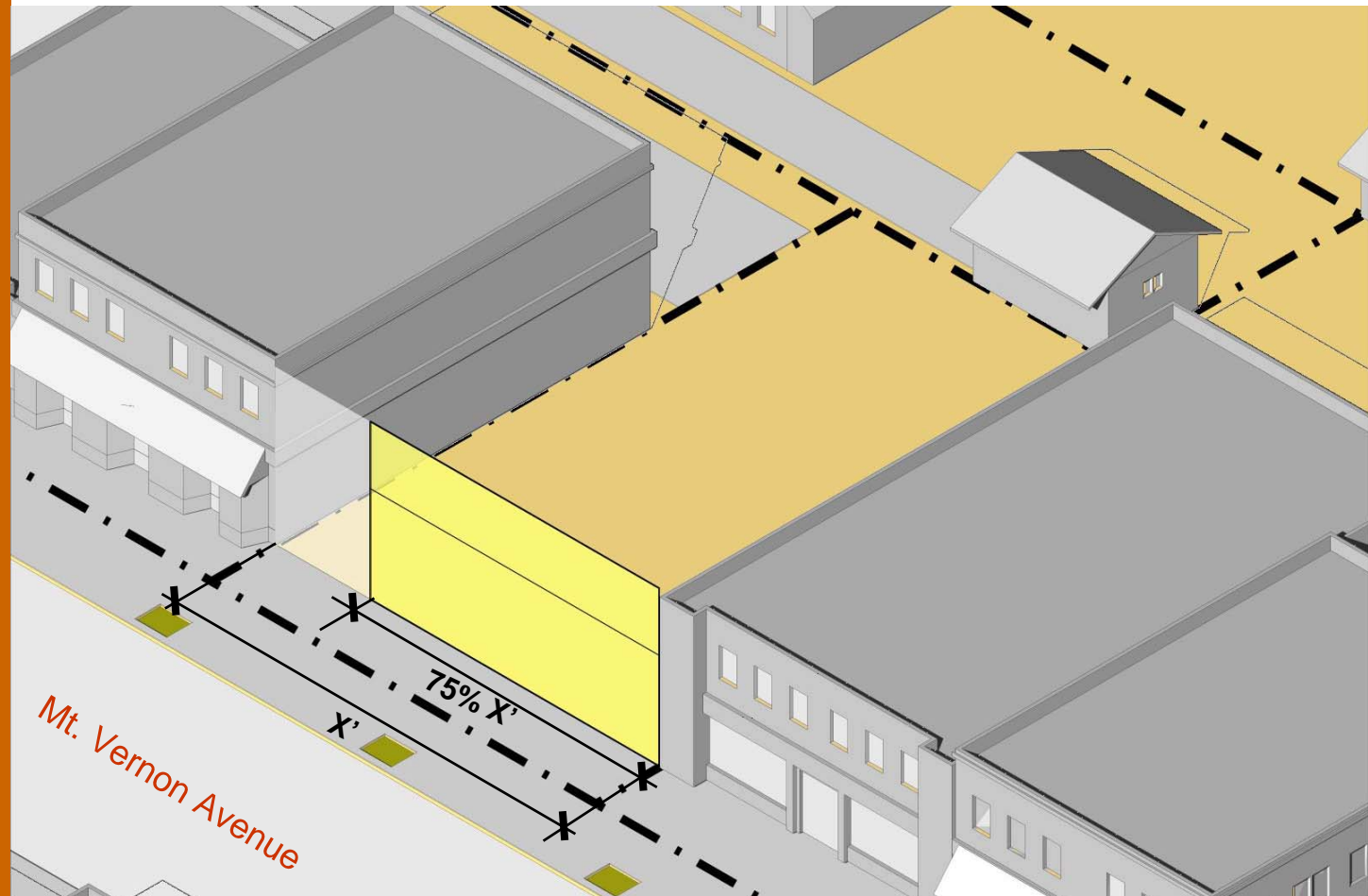
"Historic Avenue"

"Monroe Gateway"

Design Intent:

To encourage development that defines the street wall in a similar height & scale to existing buildings, while minimizing gaps in the continuity of the urban fabric along Mt. Vernon Avenue Corridor.

Buildings should define a minimum of 75% of street-wall for the width of the lot, while it is desirable that 100% (the remaining 25%) be occupied by landscaping, garden walls or access to parking when parking cannot be accessed from a side street or rear alley.



Design Guideline: Street Frontage - Corner Site

"Commonwealth District"

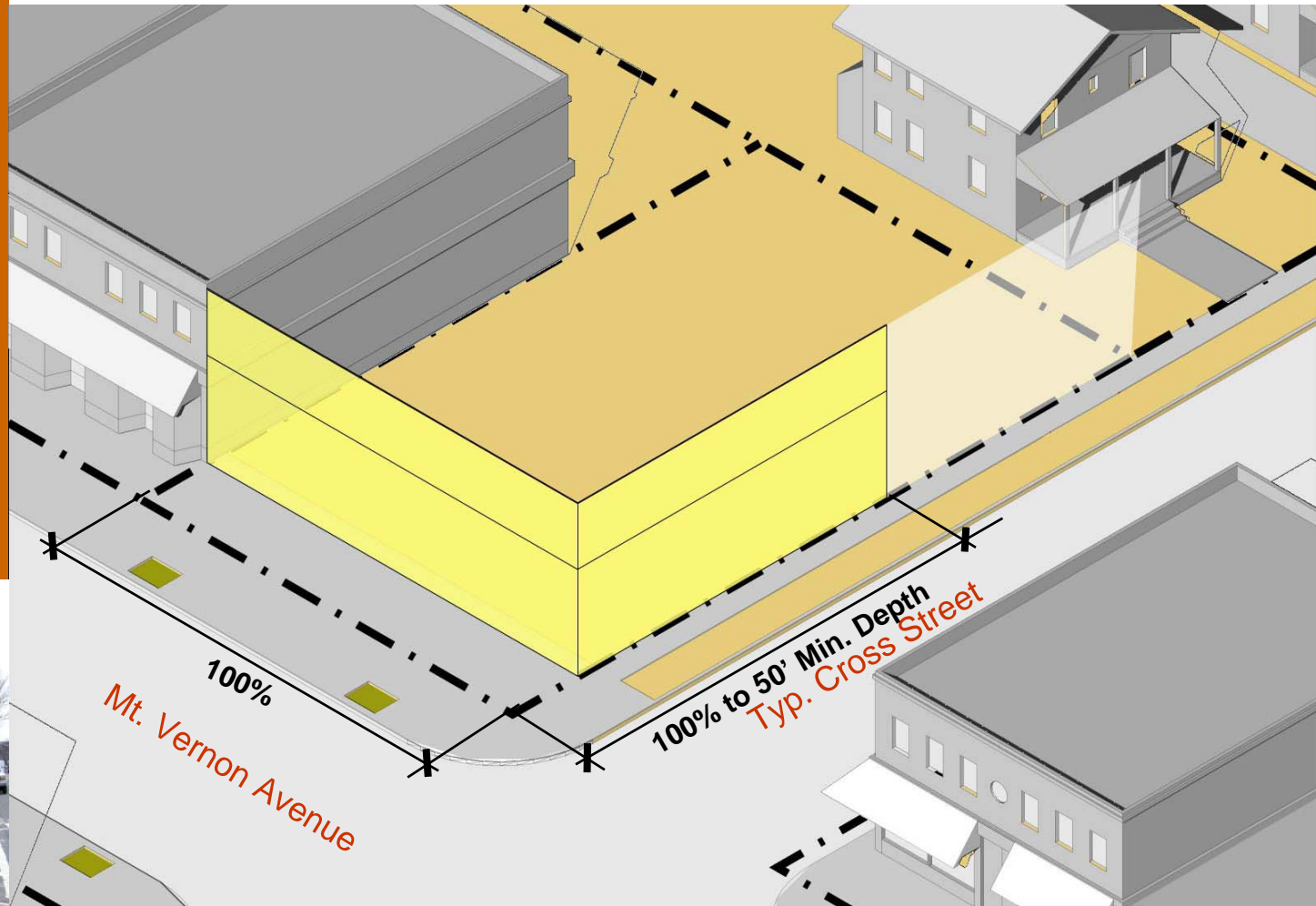
"Historic Avenue"

"Monroe Gateway"

Design Intent:

To encourage development that defines the street wall at intersections in a similar height & scale to existing buildings, while minimizing gaps in the continuity of the urban fabric along Mt. Vernon Avenue Corridor

Buildings must define 100% of the street front along Mt Vernon Avenue and 100% of the street front to a depth of 50' back from the property line along cross streets. The primary building entrance should be on Mt. Vernon Avenue



Design Guideline: Facade Location

"Commonwealth District"

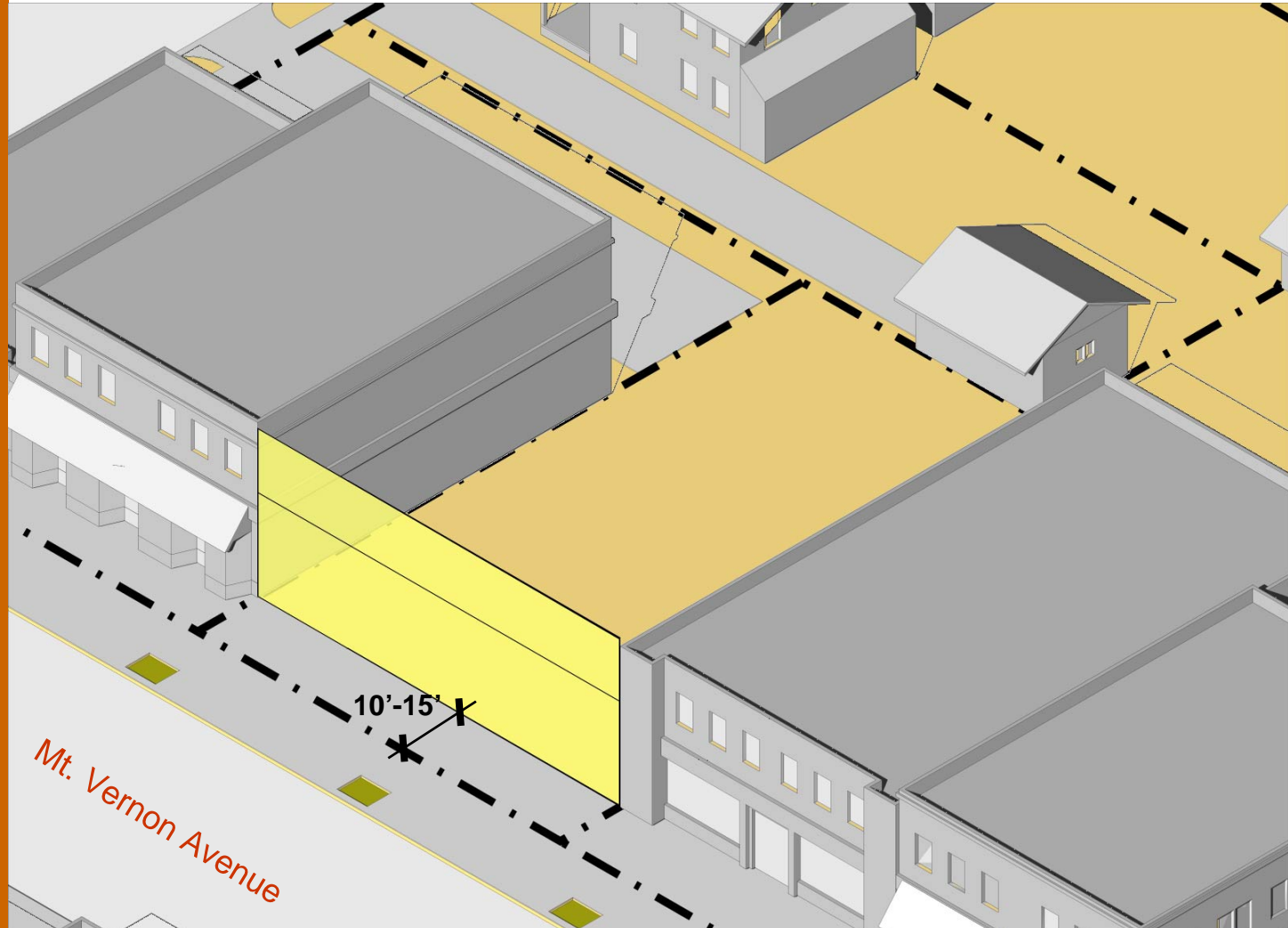
"Historic Avenue"

"Monroe Gateway"

Design Intent:

To encourage development that improves the continuity of the street wall and contributes to the subtle variety and complexity of building facades along Mt. Vernon Avenue Corridor.

Buildings facades must be located within 10'-15' of the property line and align with at least one existing neighboring building face.



Design Guideline: Facade - Surface Articulation

"Commonwealth District"

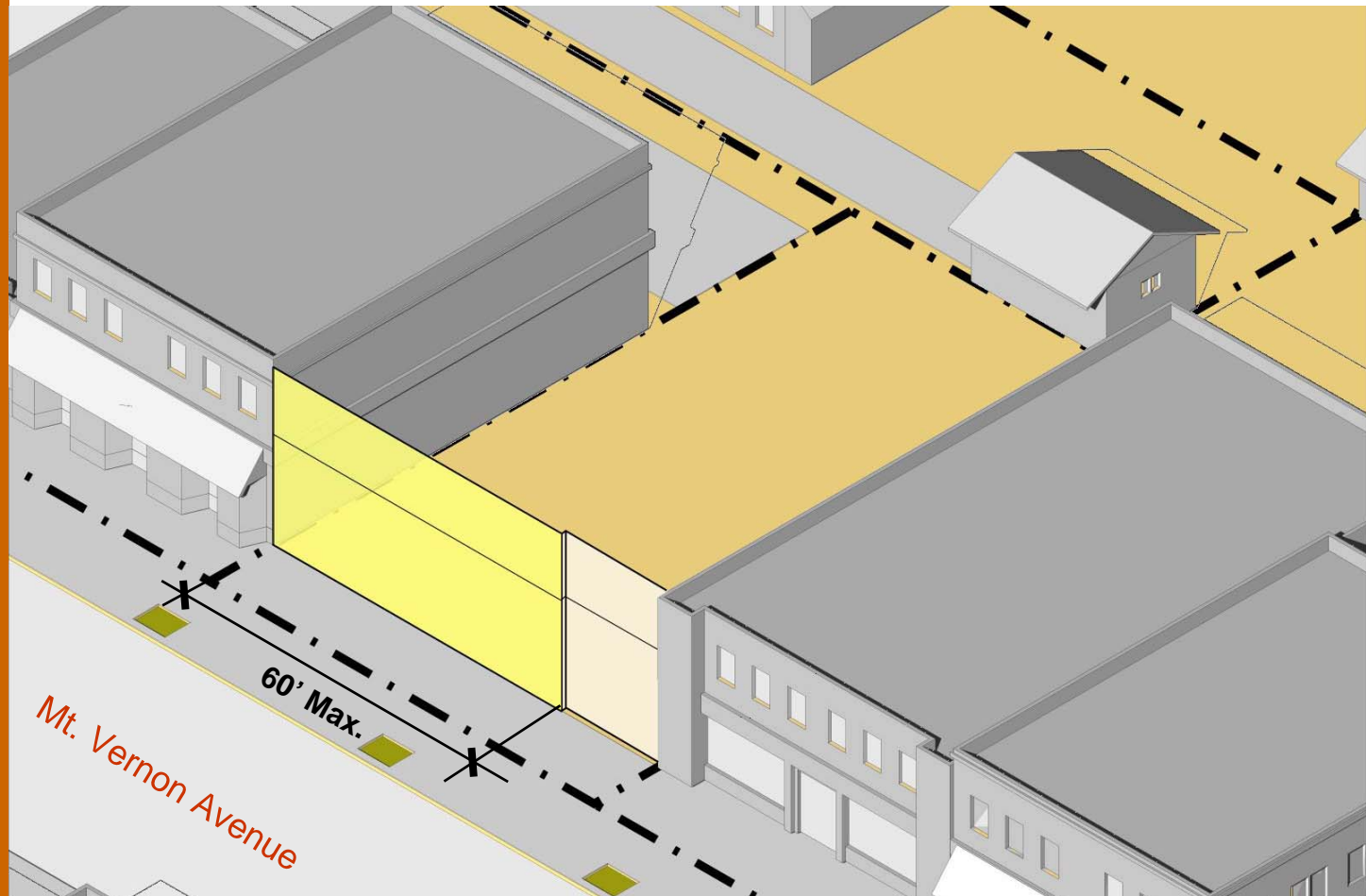
"Historic Avenue"

"Monroe Gateway"

Design Intent:

To encourage development with facades that achieve surface articulation and variation in similar scale and complexity to existing building facades along Mt. Vernon Avenue Corridor.

Buildings facades may have a maximum of 60' width of continuous vertical surface, after which a change in material, plane or vertical articulation is required. Further articulation within the 60' width is desired and will be reviewed on a case by case basis.



Design Guideline: Facade - Projections & Set-backs

"Commonwealth District"

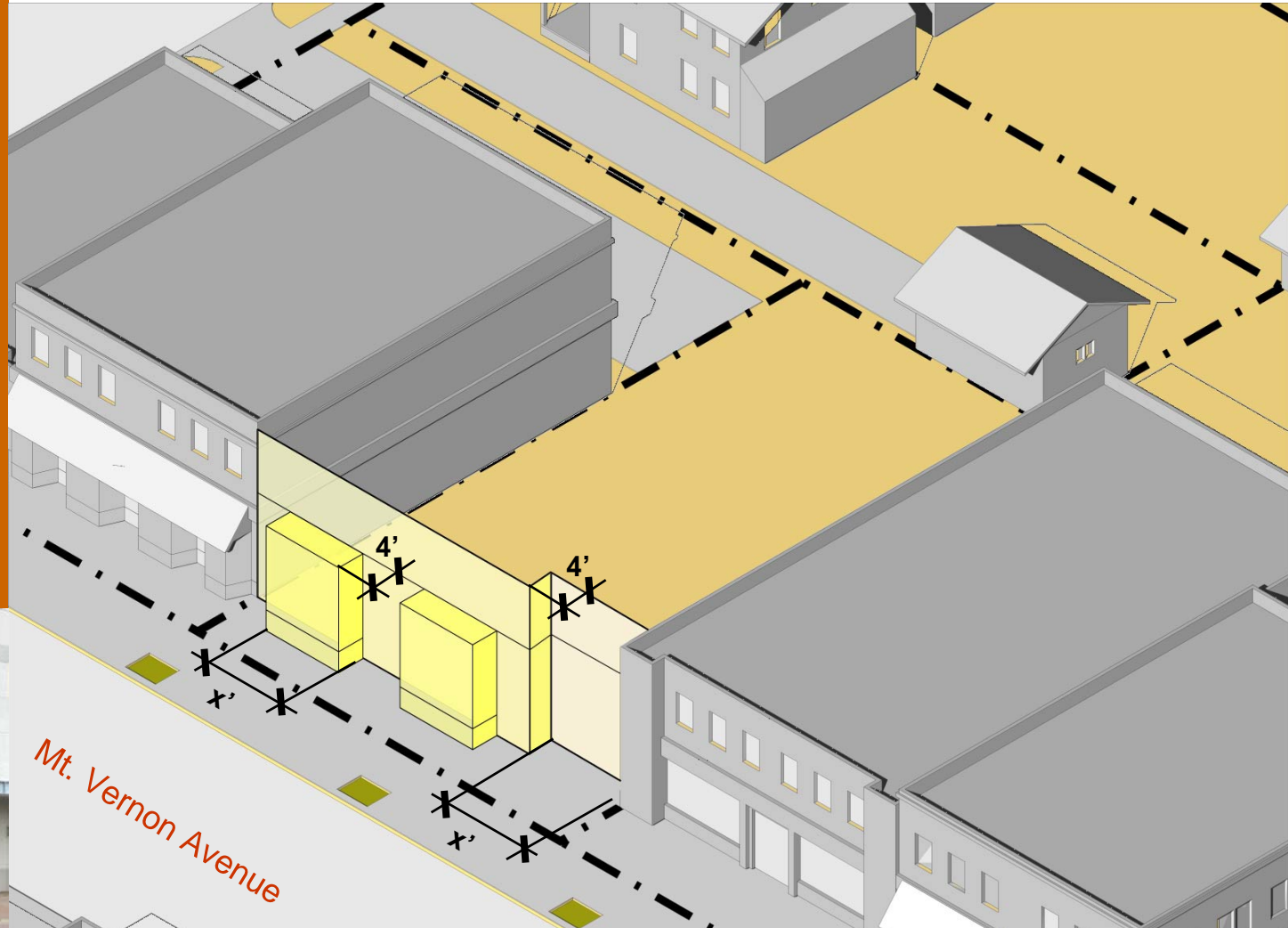
"Historic Avenue"

"Monroe Gateway"

Design Intent:

To encourage development with facades that utilize diversity of surface articulation and variation through projections and set backs while minimizing their intrusion into the building setback or detracting from the continuity of street wall.

Building façade projections and set-backs may have a maximum depth of 4'. Bays of or other more subtle means of façade articulation are encouraged.



Design Guideline: Facade – Wall / Window

"Commonwealth District"

"Historic Avenue"

"Monroe Gateway"

Design Intent:

To encourage development with facades that contribute to the architectural character of the Mt Vernon Avenue Corridor by creating a higher amount of transparency at the ground level and a higher level opacity on the upper floors.

For all uses other than retail/commercial, ground and upper floors of building facades must have a percentage of glass to wall between 30% and 50%. For retail/commercial uses the wall/window ratio must be a minimum of 25/75



Design Guideline: Facade - Storefront Awnings & Signage

"Commonwealth District"

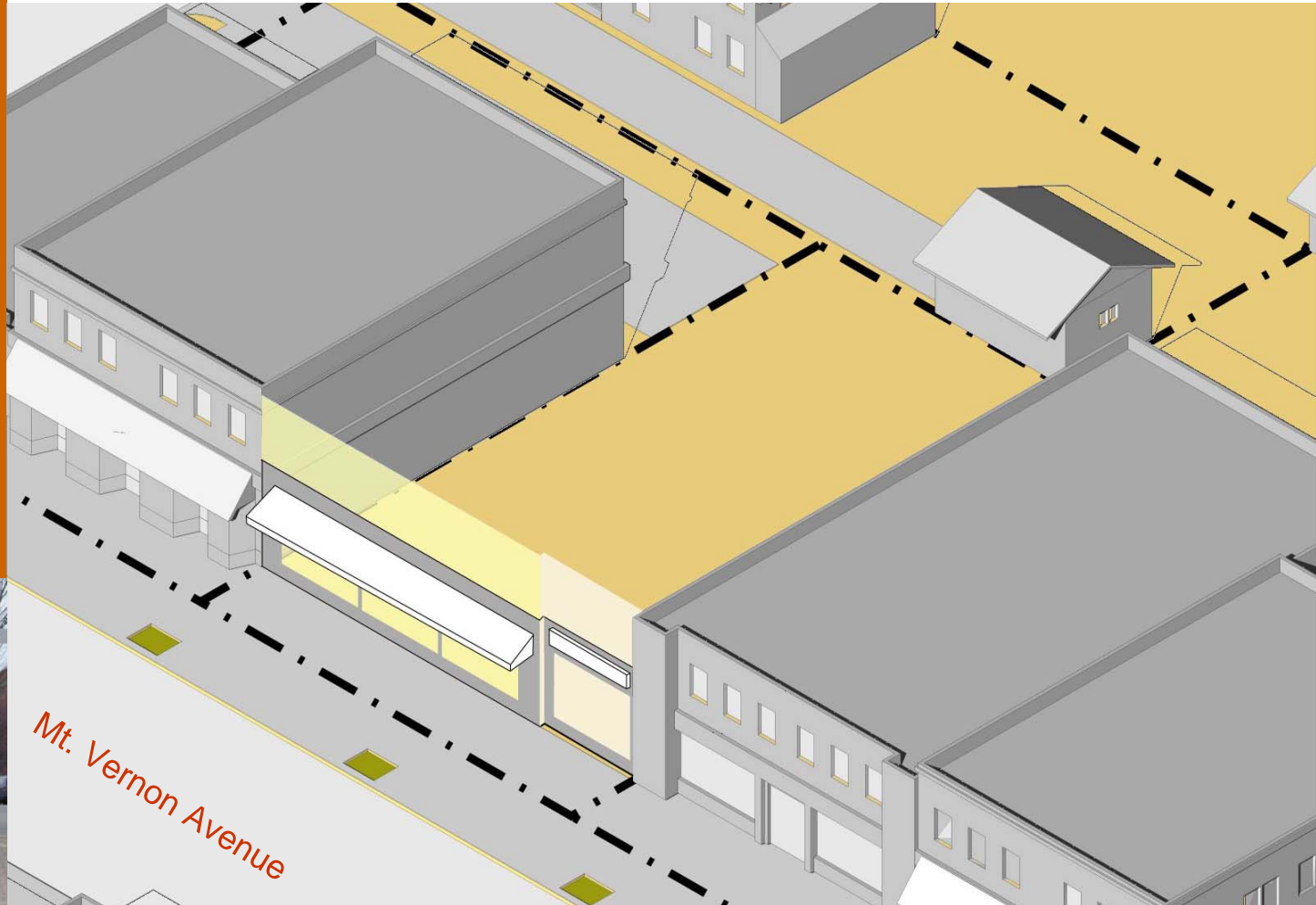
"Historic Avenue"

"Monroe Gateway"

Design Intent:

To improve the streetscape and pedestrian experience.

Ground level retail storefronts should have exterior awnings that are coordinated with the storefront design. Awnings shall not be back-lit. Building signage is restricted to the ground level.



Design Guideline: Facade - Storefront Extension

"Commonwealth District"

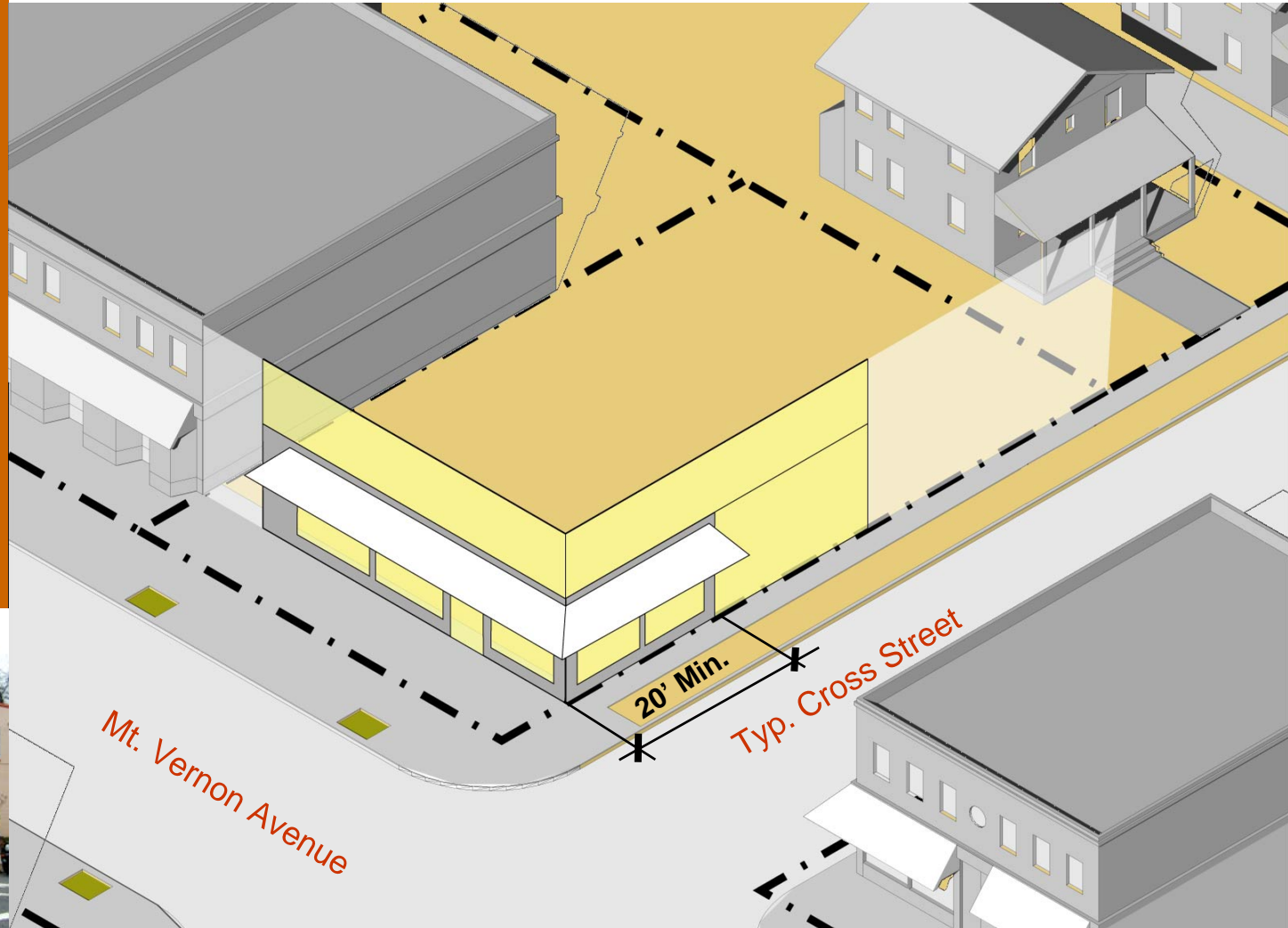
"Historic Avenue"

"Monroe Gateway"

Design Intent:

To encourage architectural features that address the corner and ensure the character and activity of streetscape wrap the corner and slightly extend along the cross streets of Mt Vernon Avenue.

Ground level retail storefront windows must extend a minimum of 20' along cross streets. The building's primary entrance shall be on Mt. Vernon Avenue



Design Guideline: Facade - Corner Articulation

"Commonwealth District"

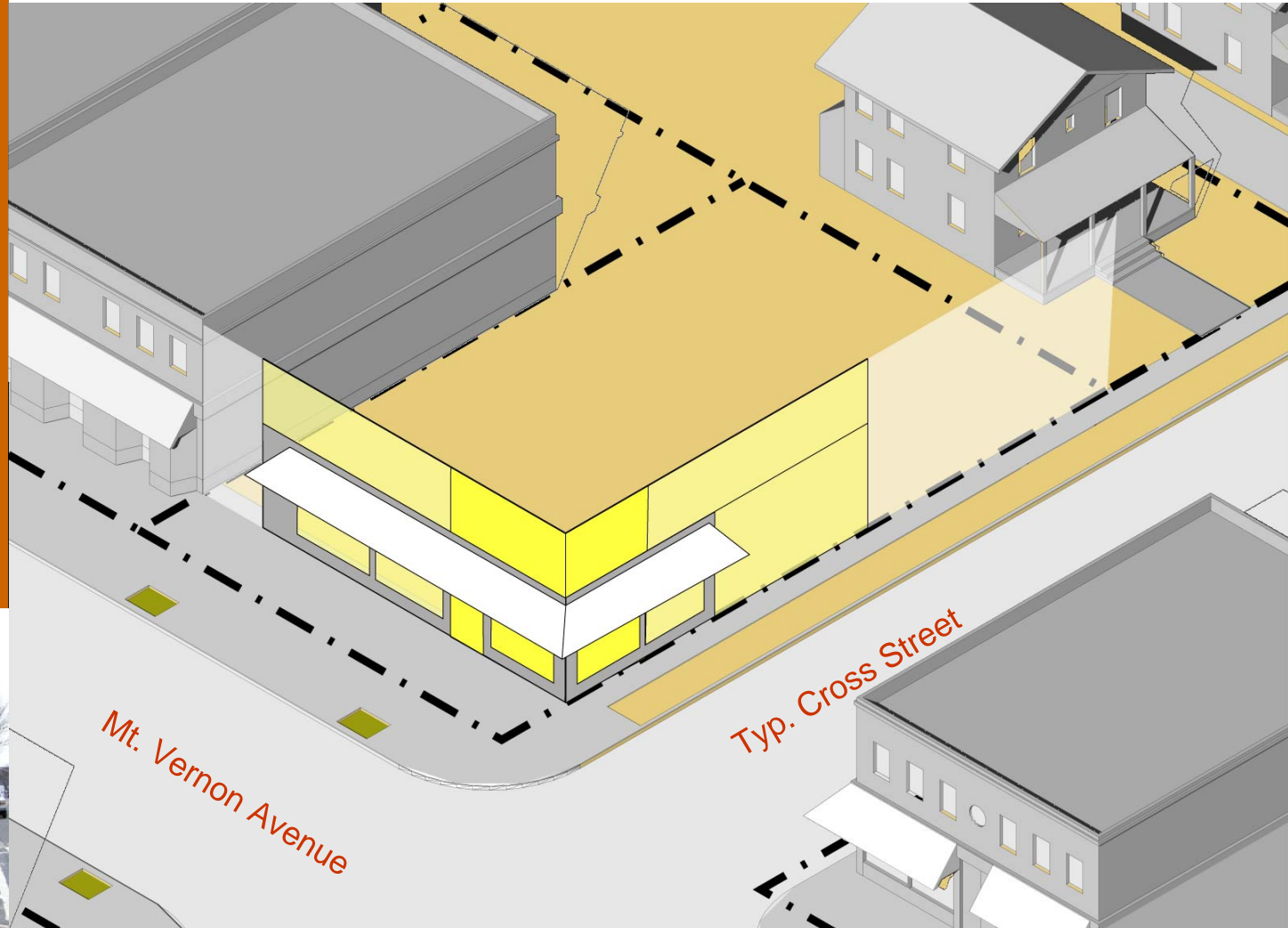
"Historic Avenue"

"Monroe Gateway"

Design Intent:

To encourage architectural features that address the corner and ensure the character and activity of streetscape wrap the corner and slightly extend along the cross streets of Mt Vernon Avenue.

Architecture must address and articulate the corner of intersections along Mt. Vernon Avenue.



Design Guideline: Facade Glazing - Vertical Proportion

"Commonwealth District"

"Historic Avenue"

"Monroe Gateway"



Design Intent:

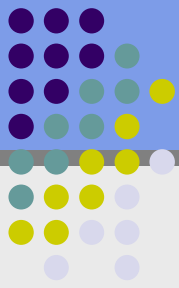
To enhance the architectural character of the Mt. Vernon Avenue Corridor.

Building upper floor windows must be vertically proportioned and appropriately scaled to the building façade. H/W approx 1.75/1 or greater.



Mount Vernon Avenue

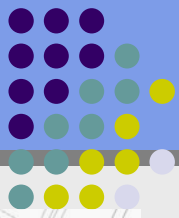
Neighborhood Plan



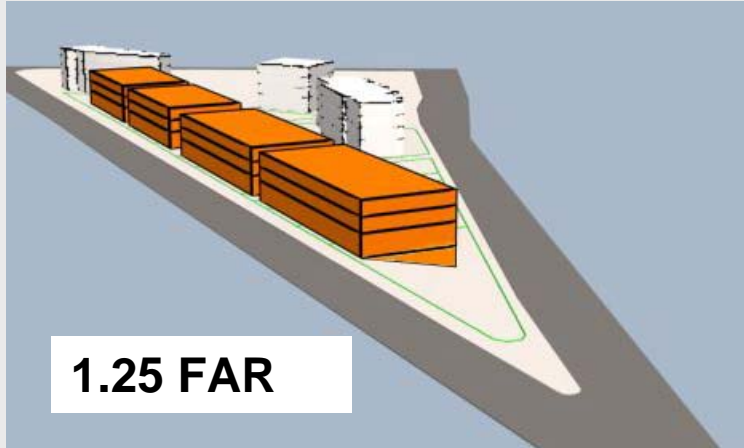
Opportunity Sites

Mount Vernon Avenue

Neighborhood Plan

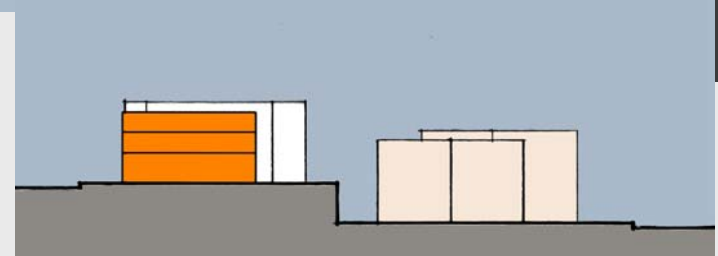
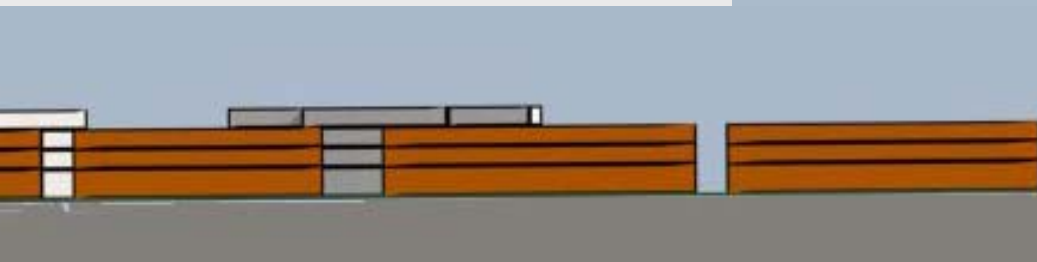
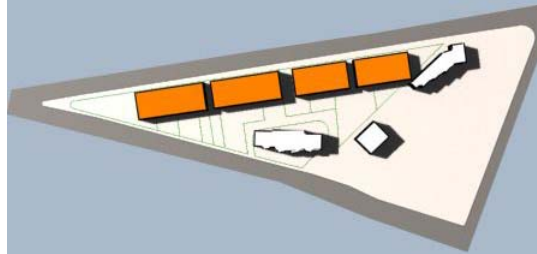


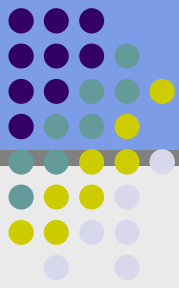
Opportunity Sites



- 5,000 SF Retail + 90 Residential Units
- 184-205 parking spaces required which can be accommodated on site

Yellow/Diamond Cab & Adjacent Sites





Opportunity Sites

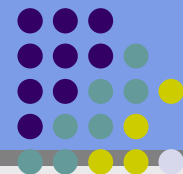
Create CDD for “Triangle Sites”

- Underlying zoning – CL
- Encourage consolidation of the smaller parcels
- Allow increase in FAR up to 1.25 with SUP and compliance with performance standards
 - Building height limited to three stories
 - Ground-level usable open space
 - Underground parking
 - On-site affordable housing
 - Architectural quality
- Desired uses
 - Residential
 - Modest ground floor retail/restaurant



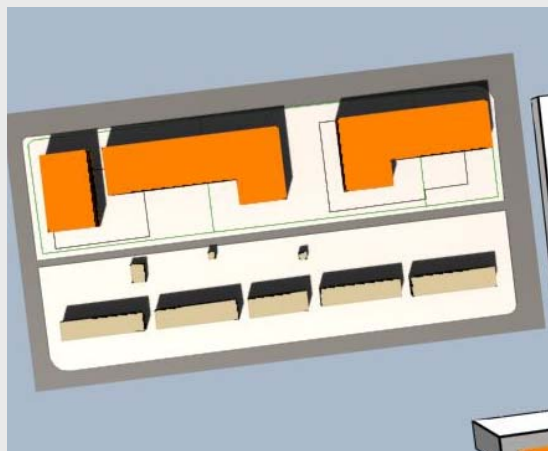
Mount Vernon Avenue

Neighborhood Plan

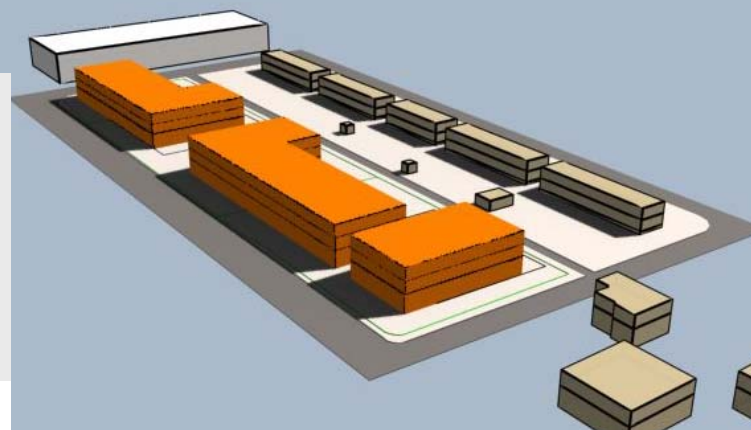


Opportunity Sites

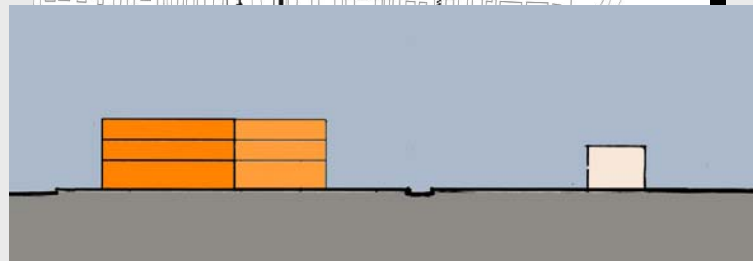
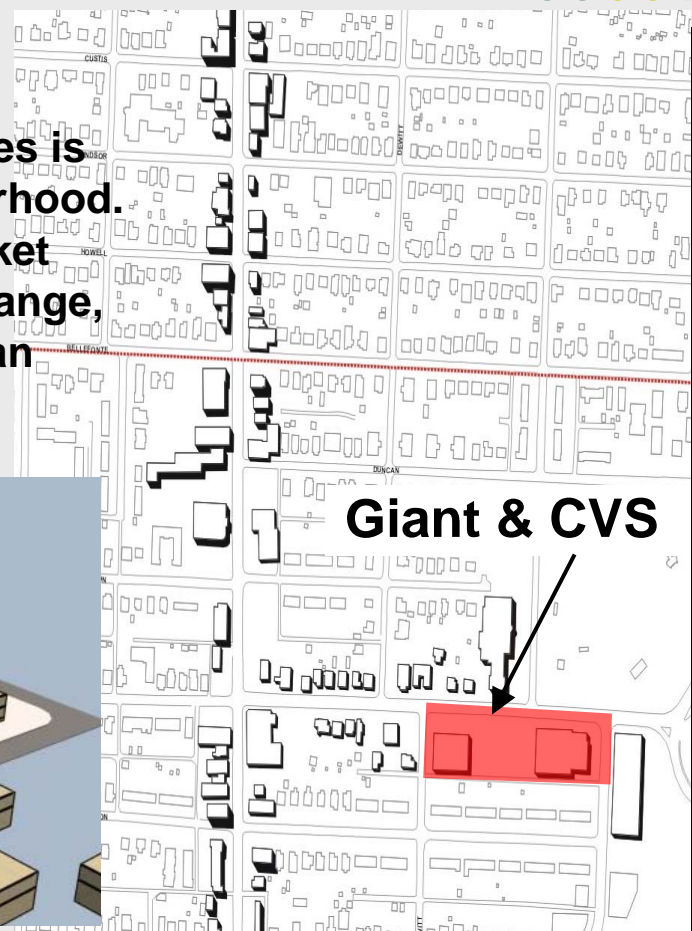
Maintaining existing uses is desirable for the neighborhood. Recognizing that market conditions may force change, this site targeted as an opportunity site.



1.25 FAR

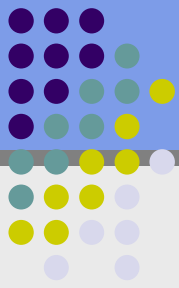


- 44,875 SF Retail + 80 Residential Units
- 210-364 parking spaces required which can be accommodated on site



Mount Vernon Avenue

Neighborhood Plan



Opportunity Sites

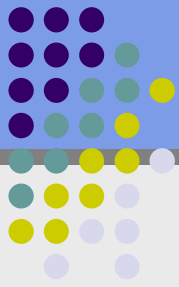
Create CDD for Giant/CVS sites

- Underlying zoning – CL
- Allow increase in FAR up to 1.25 with SUP and compliance with performance standards
 - Building height limited to three stories with stepdowns to ensure compatibility with scale of adjacent buildings and residential to the south
 - Ground level public usable open space
 - Underground parking
 - On-site affordable housing
 - Architectural quality
- Desired uses
 - Grocery store with pharmacy
 - Other retail uses on ground floor
 - Residential and/or office on upper floors



Mount Vernon Avenue

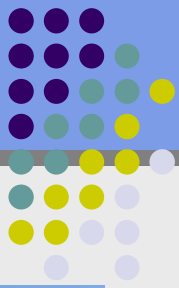
Neighborhood Plan



Zoning Approach

Mount Vernon Avenue

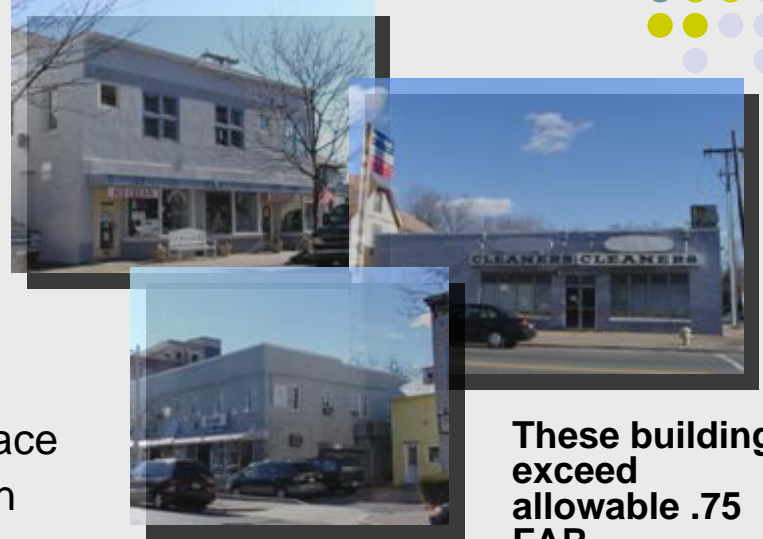
Neighborhood Plan



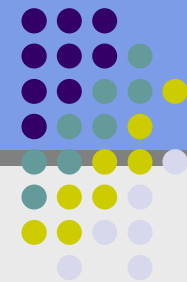
Zoning Approach

Form-Based Overlay

- SUP process, when not in conformance with underlying zoning
- Allow waivers to lot size, FAR, yards and open space
- Maintain historic character and scale of Mt. Vernon Avenue
- Infill development can reduce on-site parking by 50%, provided the development does not involve demolition of “historically contributing” structures over 750 square feet
- Buildings with 75 feet or more frontage on the street must provide ground level publicly visible open space, landscaped garden or public plaza area



**These buildings
exceed
allowable .75
FAR**



Zoning Approach

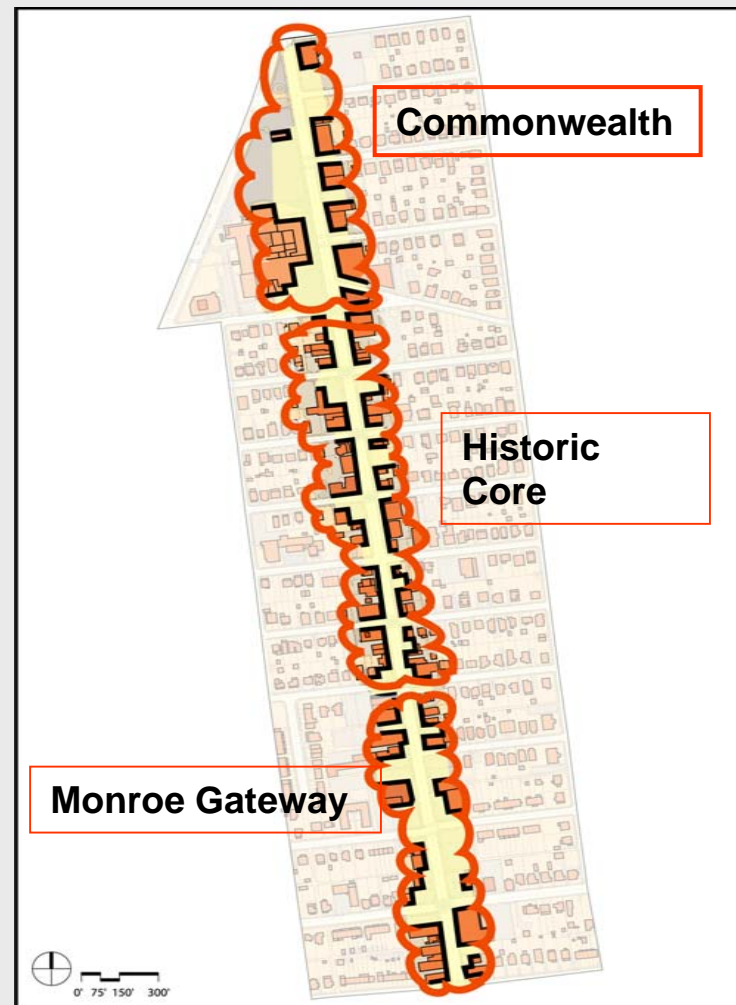
Permitted Uses

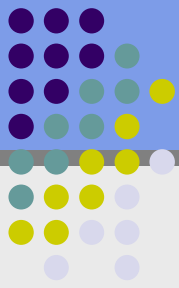
- **Commonwealth District (north of core)**

- Residential and Live-work
- Offices
- Retail and Personal service uses
- Public school

- **Historic Core**

- Ground Floor
 - Retail and personal service uses
 - Banks and offices, where business façade no wider than 30 feet
- Upper Floors
 - Ground floor uses
 - Residential
 - Office
 - Church





Zoning Approach

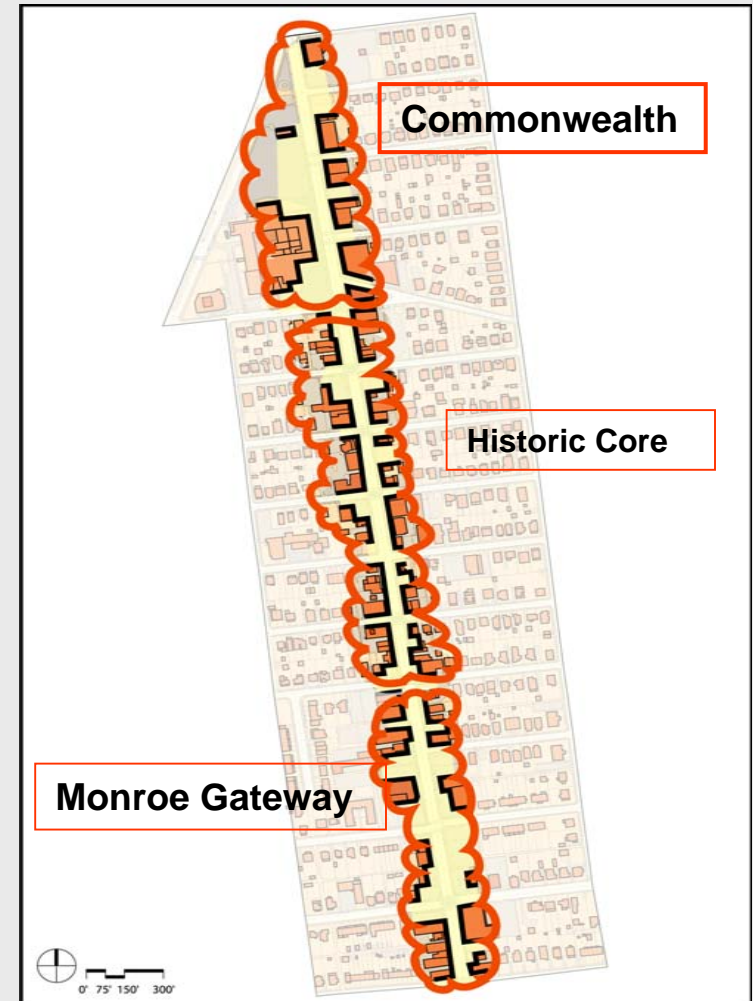
Permitted Uses

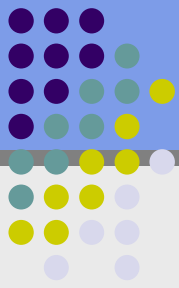
- **Monroe Gateway (south of core)**
 - Residential and Live-work
 - Offices
 - Retail and Personal service uses

Noncomplying/Nonconforming Uses*

- Automobile service station
- Drive-through facilities
- Convenience stores
- Automobile sales and service
- Contractor outdoor storage
- Dry cleaning operation, except drop-off
- Motor vehicle parking or storage, except public or accessory facilities
- Wholesale business

****Currently and continuing***





Zoning Approach

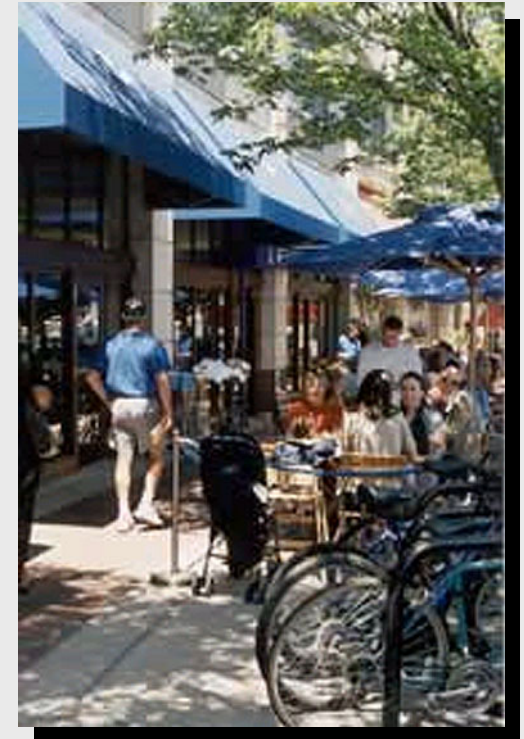
Administrative Special Use Permits, with standards in Historic Core and Monroe Gateway areas

- **Outdoor Dining**

- Up to 24 seats
- No additional parking requirement for the 24 seats

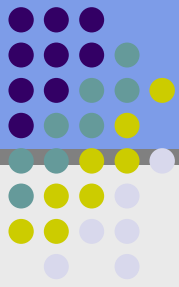
- **Restaurants**

- Up to 60 seats, excluding outdoor seating
- Limited non-amplified live entertainment
- Hours: 7:00 am – 11:00 pm (12:00 am weekends)
- Standards regarding litter, noise, odors, other nuisances
- On-premise wine and beer service



Mount Vernon Avenue

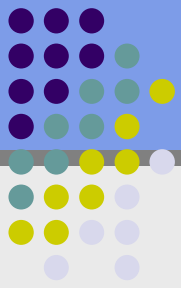
Neighborhood Plan



Street Graphics

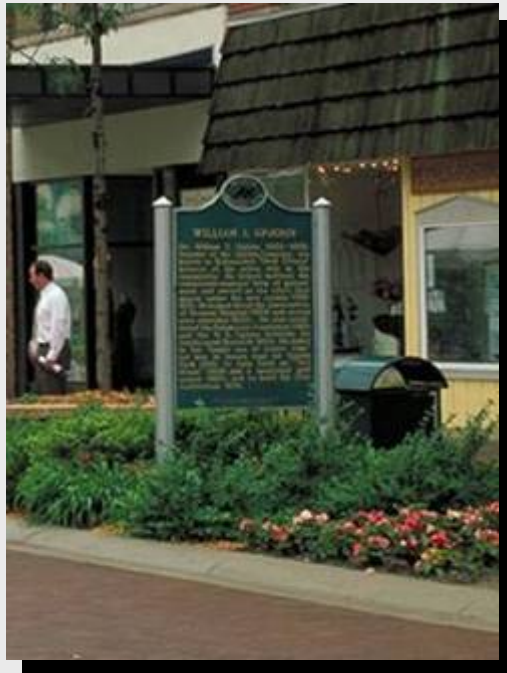
Mount Vernon Avenue

Neighborhood Plan



Last Meeting - Street Graphics Enhancement

- Include as part of the citywide heritage / signage program
- Key locations for signage at entrance to historic district (on Mt. Vernon Avenue)
- Street signs should be replaced with uniform City signs – focus on new signage and banners for identity



Gateway/Heritage Signage



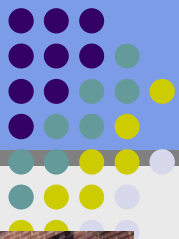
Banners and Signage



Gateway Icon designed to reflect historic character

Mount Vernon Avenue

Neighborhood Plan



Street Graphics

Since that meeting:

- The Citywide sign program was NOT funded as part of the budget
- A proposal to replace the street signs and incorporate a trolley car or Town Hall image either as part of the sign, or attached to it, with the neighborhood name on the sign has been circulated
- Interpretative signs have been proposed for several locations within the neighborhood

We propose two alternatives to identify the historic district and neighborhood, as well as the commercial district:

- City standard street signs, historic/interpretative signs, and banners

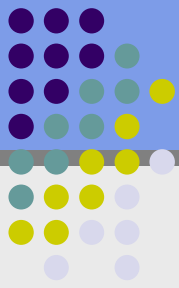
OR

- Specialized street signs, historic/interpretative signs and a gateway feature



Mount Vernon Avenue

Neighborhood Plan

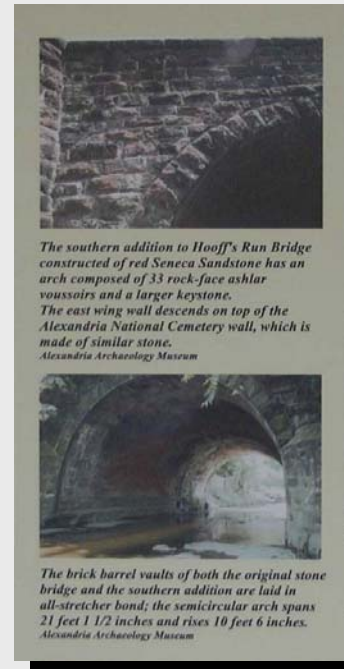
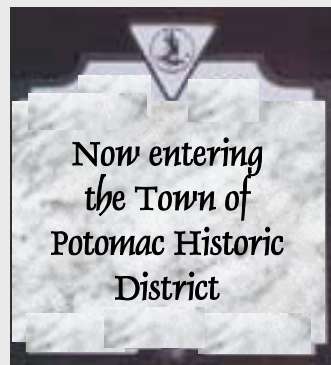
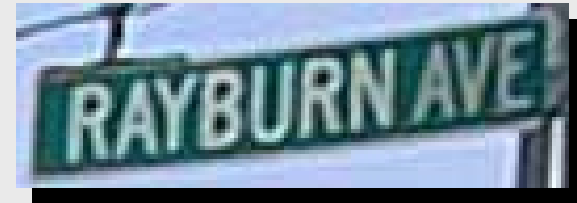


Street Graphics

City standard street sign, Historic/interpretative signs, and Banners

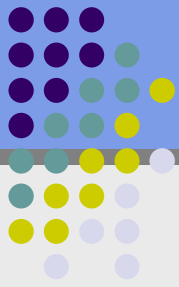


Replace with →



Mount Vernon Avenue

Neighborhood Plan

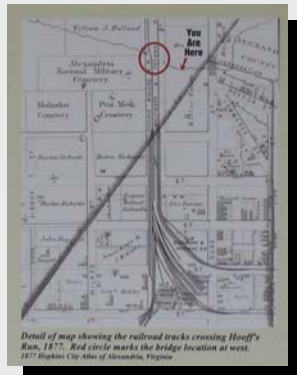


Street Graphics

Special street sign, Historic/interpretative signs, and Gateway feature



Heritage Trail Sign



The southern addition to Hooff's Run Bridge constructed of red Seneca Sandstone has an arch composed of 33 rock-face ashlar voussoirs and a larger keystone. The east wing wall descends on top of the Alexandria National Cemetery wall, which is made of similar stone. Alexandria Archaeology Museum



The brick barrel vaults of both the original stone bridge and the southern addition are laid in all-stretcher bond; the semicircular arch spans 21 feet 1 1/2 inches and rises 10 feet 6 inches. Alexandria Archaeology Museum

